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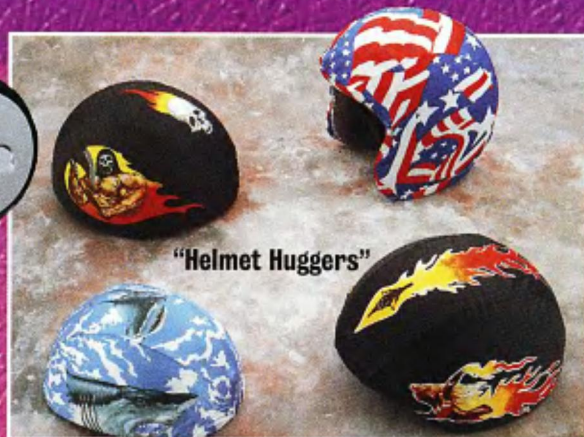
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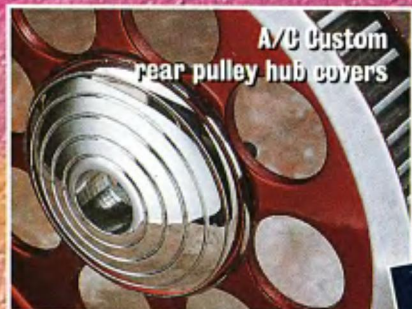
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Easyriders® MAGAZINE

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 246 • DECEMBER 1993

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The next issue goes on sale
November 30. Cover photo of
Layna on Barry Cooney's '87 FXR
by Raiko Hartman.

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Now I've warned you guys against going to sleep before your ol' lady does—you'll never know what she might do to you after you go to sleep! Now I have another warning: Watch out for little old ladies too! This little old lady of 81 years noted that \$11 worth of food stamps was missing. So she decided it must have been that old coot who visited the old lady next door—and besides, she didn't like his dyed hair either. She went looking for him, armed with her walker in one hand and a gun in the other. She found him and gut-shot him, saying she didn't want to kill him, she just wanted to teach him a lesson. A gut shot is one of the most painful gunshots you can get, and the pain lasts for days. So it's advisable not to rip off a little old lady! They can be cantankerous, you know.

After he fell asleep, his ol' lady got a butcher's knife and sliced off two-thirds of his joint—and it took almost 10 hours to reattach it! She not only cut it off, but she took it with her as she fled (sort of a keepsake, I guess). But then she thought unless she stuffed it, it wouldn't be any good so she unceremoniously tossed it out of her car as she was fleeing. She went to the police and told them she'd been raped by her husband and that she had whacked off his penis. She told the cops where she had tossed the joint, so they went looking, found it, packed it in ice, and rushed it to the hospital where it was reattached. There was a time during the '70s when after reattaching it, if it didn't turn black, it was considered a success. But now they can get it to stand erect, as well as reattaching four arteries, two veins, and two nerves. As I said, this particular operation took almost 10 hours to rehang the jewel. The police, after hearing her side of the beef, arrested her for aggravated malicious wounding of a person with a maximum sentence of up to 40 years to think it over. But wait! After all that shit, she apologized to him and he bought it and forgave her, saying, "She didn't mean it!" (Yeah, yeah.)

Now here's a real bummer. I don't know what we'll do without being able to perform our next-to-favorite pastime. (We all know what our favorite pastime is, don't we?) The bummer is that we shouldn't pick our noses any more—especially while running. An 11-year-old boy recently fell while reaching up his nose for a morsel particularly high up. He tripped and fell, driving his finger up his nose even further—so far that he jammed his eyeball out of its socket! He came home crying, with his eyeball hanging onto his cheek. (It's okay, the doctor put it back in the socket.)

This unemployed bulldozer operator came home late one night. Feelin' no pain, he tried to open the front door of his house, but it was locked! His ol' lady had locked him out because he was allegedly late and drunk. So feeling that if he couldn't live in the house, neither could she, he walked over to his dozer, fired it up, and made 16 jillion toothpicks out of the house—in other words, he flattened it. He later told the police that he couldn't stand her ragging on him any more. So remember a guy has his breaking point!

Another survey! After checking with 33 countries, they found that all 33 countries treated men better than (gasp!) they treated women! (I'm not going to touch that news clipping with a 10-foot pole!)

This might mean something to someone so I'll mention it. Women who have six children or more have up to a 50% greater chance of having heart trouble than a childless woman. It sorta makes you wonder what would happen to a woman's condition after she had gone through six male bikers.

Remember that bit about what meat packers did with a bull's crank? Well, I heard from a guy in Jamaica that it's a real treat there. It's called "Cow Cod Soup" and is served on Fridays by street vendors. He said you wouldn't know what it's like to be served soup with a big chunk of a bull's cock floating in it! The people there feel it's good for the nerves. (I think I'll pass, thank you.)

He figured he'd go out that night to sell some crack but was pulled over for a traffic violation. Having \$800 worth of crack on him, he decided to run into the dark woods. But the trendy tennis shoes he was wearing lit up every time he took a step, so he was busted. So much for teenage fashions.

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By Spider



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Nick Rafoya

Walsenburg, Colo.

Snivel, Snivel

□ Hey, dudes, what the hell is the biker planet coming to? I picked up your August '93 issue which, by the way, was kickass. But the two feature bikes from builders Wyatt Fuller and Ray Demers don't have any kickstarters. C'mon, man, these guys pour \$40,000 and \$60,000 into these dream bikes, and they can't put a fuckin' kickstarter on 'em?

Sonny

Los Angeles, Calif.

He's A Fighter

□ I recently got my first ticket for "improper helmet" by the Highway Patrol in Fairfield, California, and decided to fight it. When I went to court and entered a "not guilty" plea (expecting to be given a trial date), the charge was immediately dismissed.

It occurred to me that the only reason the police are still writing these worthless tickets (since almost all are being dismissed) is that there are still some of us who are simply paying the fine, saying that fighting it ain't worth the hassle. It is worth it. If you get any kind of helmet ticket, fight it—even if it ends up costing you more (time off work, etc.) than paying the fine. Remember, many courts are already fed up with this nonissue and will rule in our favor almost automatically.

Rick Vinson

Pittsburg, Calif.

A Bone To Pick

□ Regarding the article "Untattoo You" in the August '93 issue, while I admit that it's a good and informative article, I kind of resent the condescending tone used throughout. While I understand that not everyone is a genius, not everyone who may want to have a tattoo removed is a fucking retard either.

Thanks for letting me get that off my chest (pardon the pun).

Jo Allgauer

Spangdahlem AB, Germany

Decal Problem

□ I love Bruce Whitted's 1947 Indian in the Sept. '93 issue, but I have a problem with the decals on the gas tanks. It says the bike is original. I thought the emblems on this bike were for an earlier model. I have a '47 Indian that has the insignia done in chrome, written in script. Were they done both ways? Not to my knowledge. It's still an ass-kicking bike.

C. Williams

Cassville, Wis.

Needs Help

□ Does anyone know a good source for Indian paraphernalia? I'm trying to get an Indian logo patch for my jean jacket. Also, do you know of any Indian dealerships in my neck of the woods?

Thom McCormack

New Bedford, Mass.

■ The Shop, 6541 Ventura Blvd., Ventura CA 93003, (805) 656-6777

Starklite Cycle, 21230 Gold Valley Rd., Perris, CA 92570, (909) 780-0421

Too Much Wine?

□ Maybe it was too much wine—maybe not enough. Dave Mann's centerspread in the September '93 issue raises a question (for me at least). Is there a fork leg missing or is this a radical new front end?

John Jones

Columbus, Ohio

■ Maybe it was David's wine.

Enough Is Enough

□ This letter is in response to an article in the *Livingston County Press* (Michigan) about the *Easysiders* Rodeo in Fowlerville, Mich., August 20-22. The article said the police chief feared the event could spell trouble for the town of Howell, which was having a Melon Festival the same weekend. He said, "My concern isn't so much what happens on the fairgrounds, but rather, what might happen if even a few of them decide to leave and come down here. A good number of these folks will be wearing crash helmets, beards, and chains, and I think they will have an intimidating effect on people here. The effect will be culture shock, and I think people will be very apprehensive..."

"Many of the expected motorcyclists enjoy cycle riding as a leisure activity, but an outlaw faction, self-proclaimed 'one per-centers' could cause trouble. These outlaw motorcycle clubs are made up of psychotics and general social misfits, and their main goal is to terrorize and cause trouble."

After reading the article, I became very

upset. I've been a biker for over 30 years and have ridden with many clubs. The media seem to forget about the all good we do, including Toys For Tots, MDA, and a number of other charity runs.

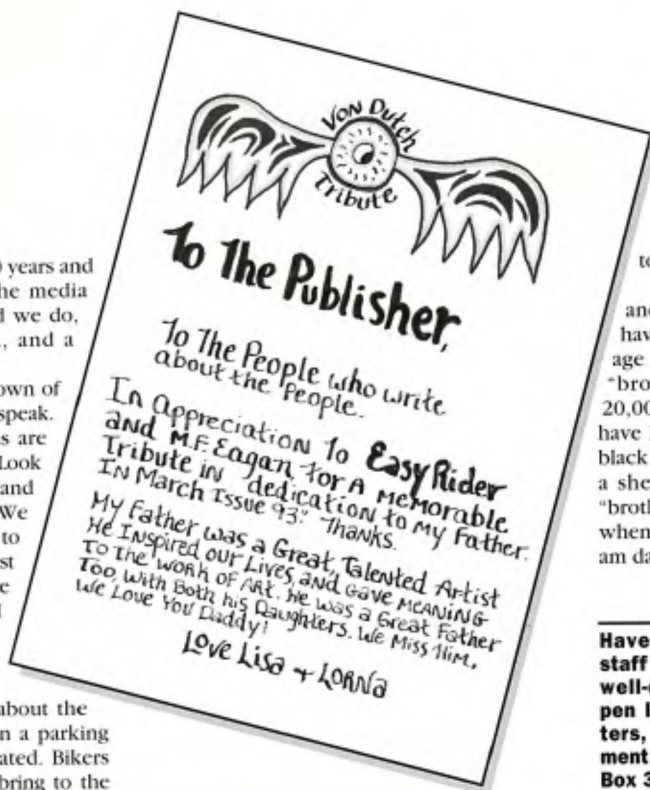
My family originated from the town of Fowlerville, so I feel qualified to speak. The Howell and Fowlerville areas are strongholds for the Ku Klux Klan. Look back on the history of the KKK and tell me how bad the bikers are. We wear leather for safety, not sheets to hide our identities or crimes against our fellow man. As for the culture shock mentioned in the article, I will never forget as a youngster going to a Klan meeting with my uncle. I think the Fowlerville city officials are on the wrong track about the rodeo and that any incident, even a parking violation, will be grossly exaggerated. Bikers police themselves, and all they'll bring to the

town is a good time and lots of money.

As I stated earlier, I am a biker, a 1%er, and a Vietnam vet (ex-Special Forces). I have a degree, a good job, an above average income, a loving family, and a lot of "brothers" all over the world. I average 20,000 miles a year on my Harley dresser, have long hair and a long beard, and I wear black leather with "colors" on the back—not a sheet to hide my identity! I have many "brothers" who you will see at the rodeo and when someone calls me a "biker or 1%er," I am damned proud!

The social misfit, Animal
On The Road

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the—back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to the Wordmonger, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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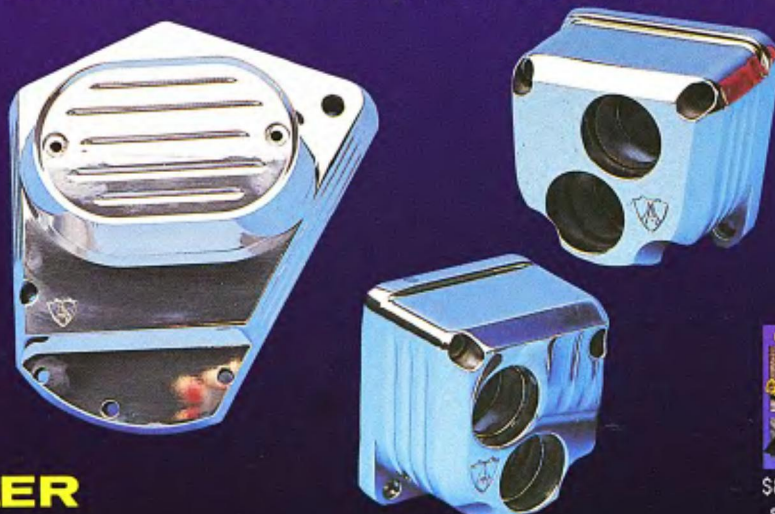
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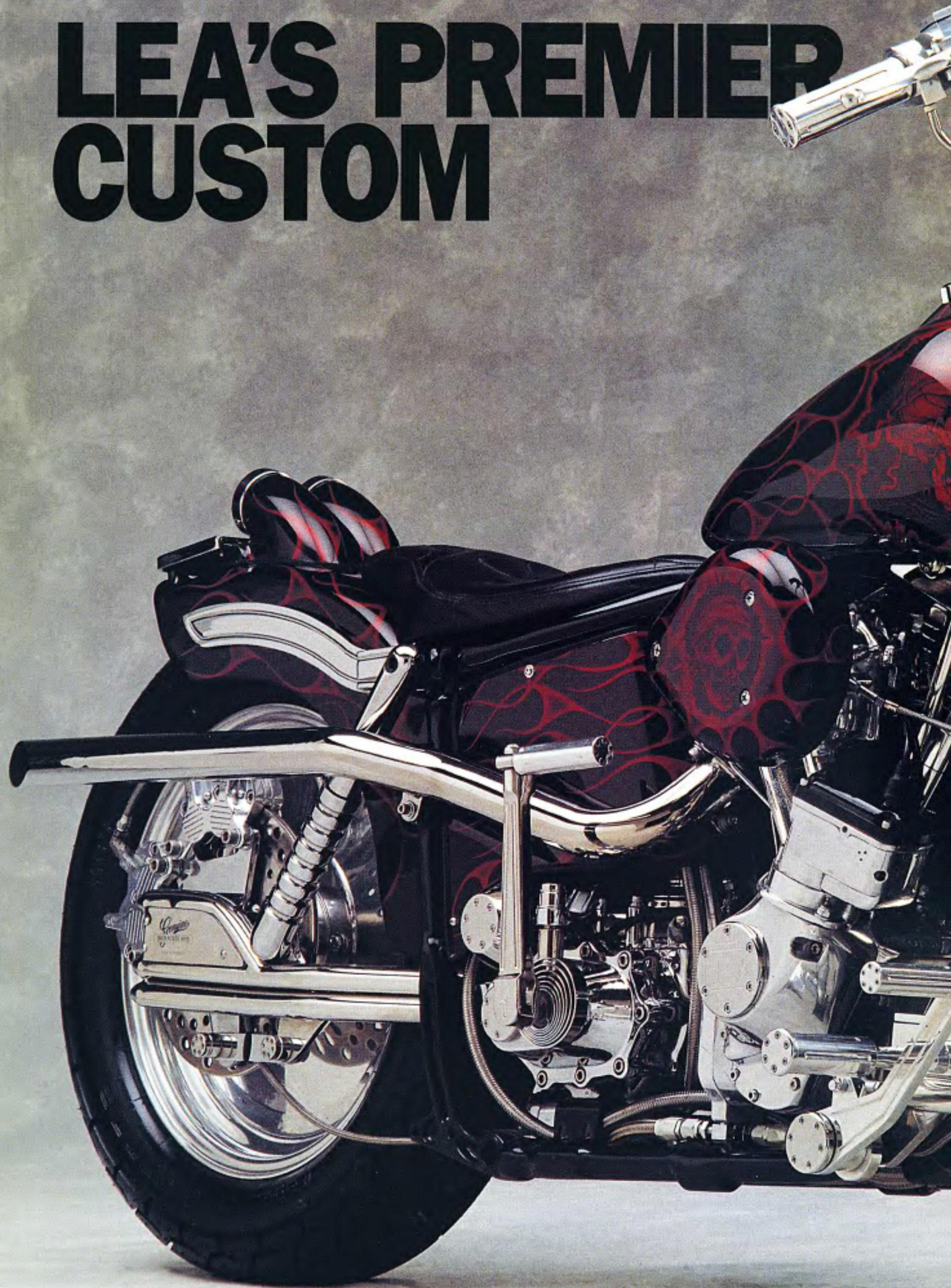
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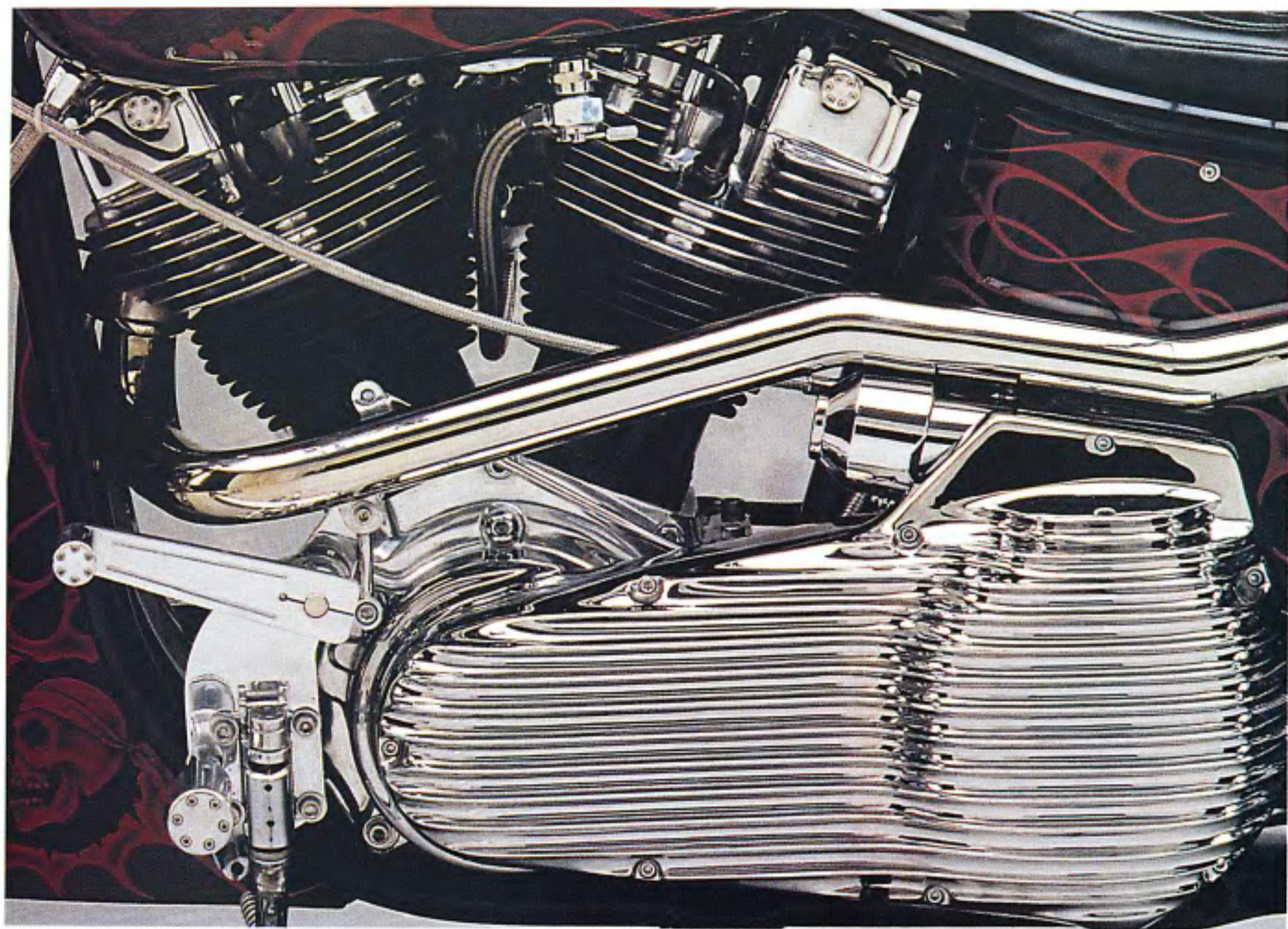
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LEA'S PREMIER CUSTOM







Dedicated To Jake

Twenty years from now young Jake Brunson will just be turning 21. Maybe he'll still be in school. Maybe he'll be calling in artillery shells against a future desert fanatic. Or maybe he'll be restoring your kid's vintage '93 Softail in some futuristic shop.

But if he's anything like his father, Lea, he'll know the value of hard work and the importance of staying in the wind. And since Jake and this bike came into existence at about the same time, Lea figured it would be a kick to dedicate this ride to his first-born son.

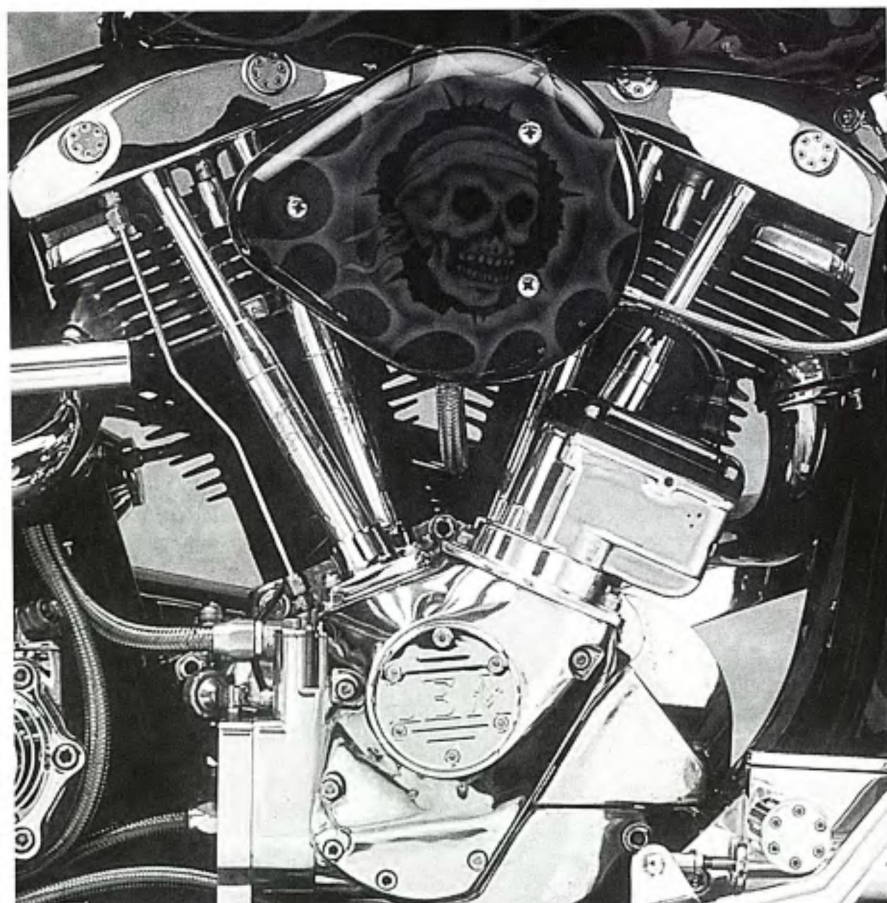
There are a few things that Jake ought to know then:





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Lea makes his wages putting vinyl siding onto houses under the scorching Florida sun. Sometimes he works 70 to 80 hours a week to provide his family with the necessities of life.

"Because of the money I make I can't have a lot of the best," Lea says. "Whatever I get comes directly from my blood and sweat."

Take a look at how many hours went into crafting this putt and maybe you'll appreciate just how much blood and sweat poured out of Lea.

Twenty years from now Lea will still be visiting his relatives up in Lynchburg, Virginia. He'll also be dropping in on Milwaukee Iron, just like he has for the past several years.

Owner Randy Simpson and shop foreman C.D. Baker will probably be spiking each other's Geritol by then. But there's no doubt they will still be creating award-winning motorcycles.

"I was always telling them that one day I'd have them build me →



a bike," Lea says. That opportunity arrived when Lea got hold of a 1979 shovelhead.

"In the beginning all I wanted was a little touch-up," Lea explains. But, as always, one thing just naturally led to another.

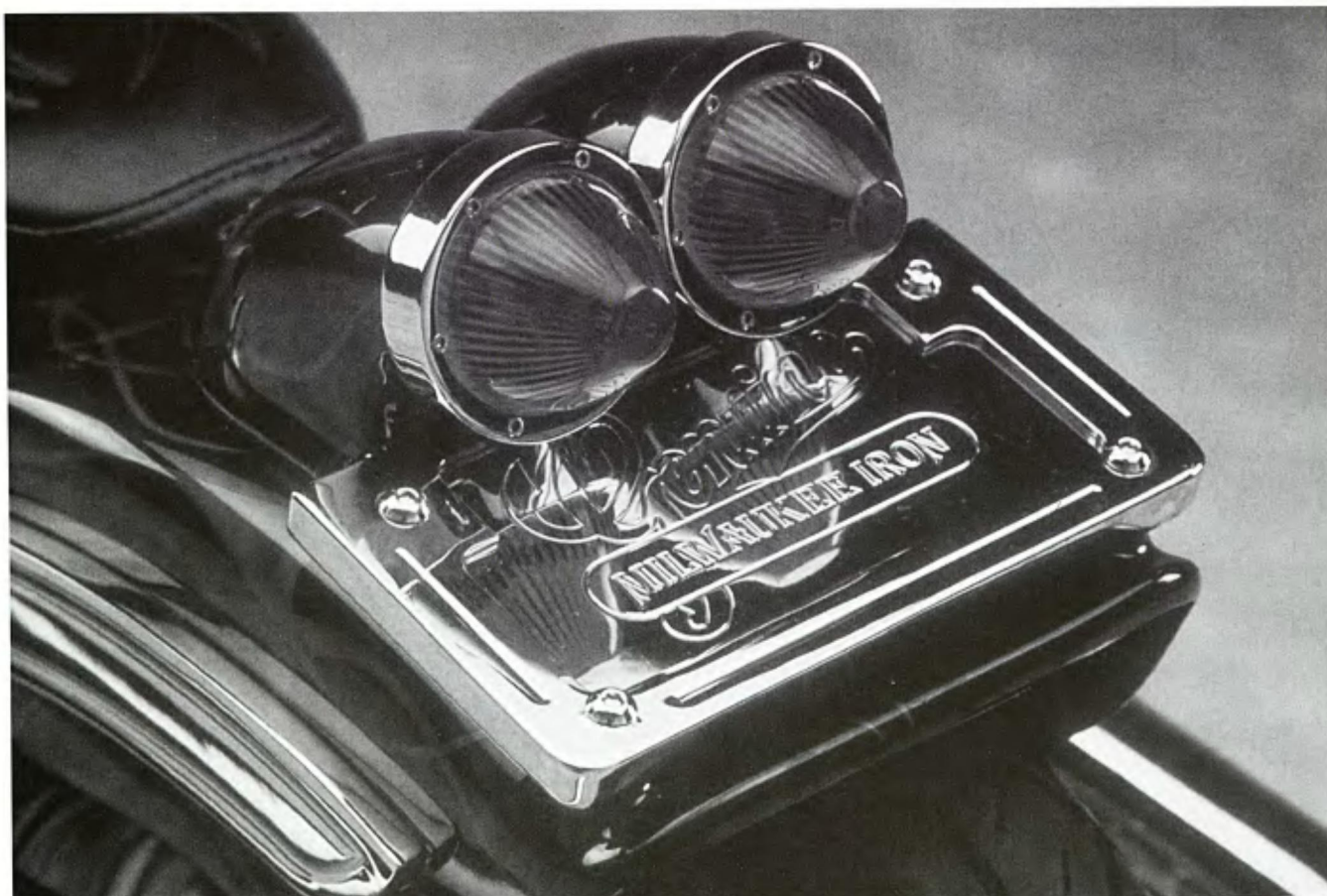
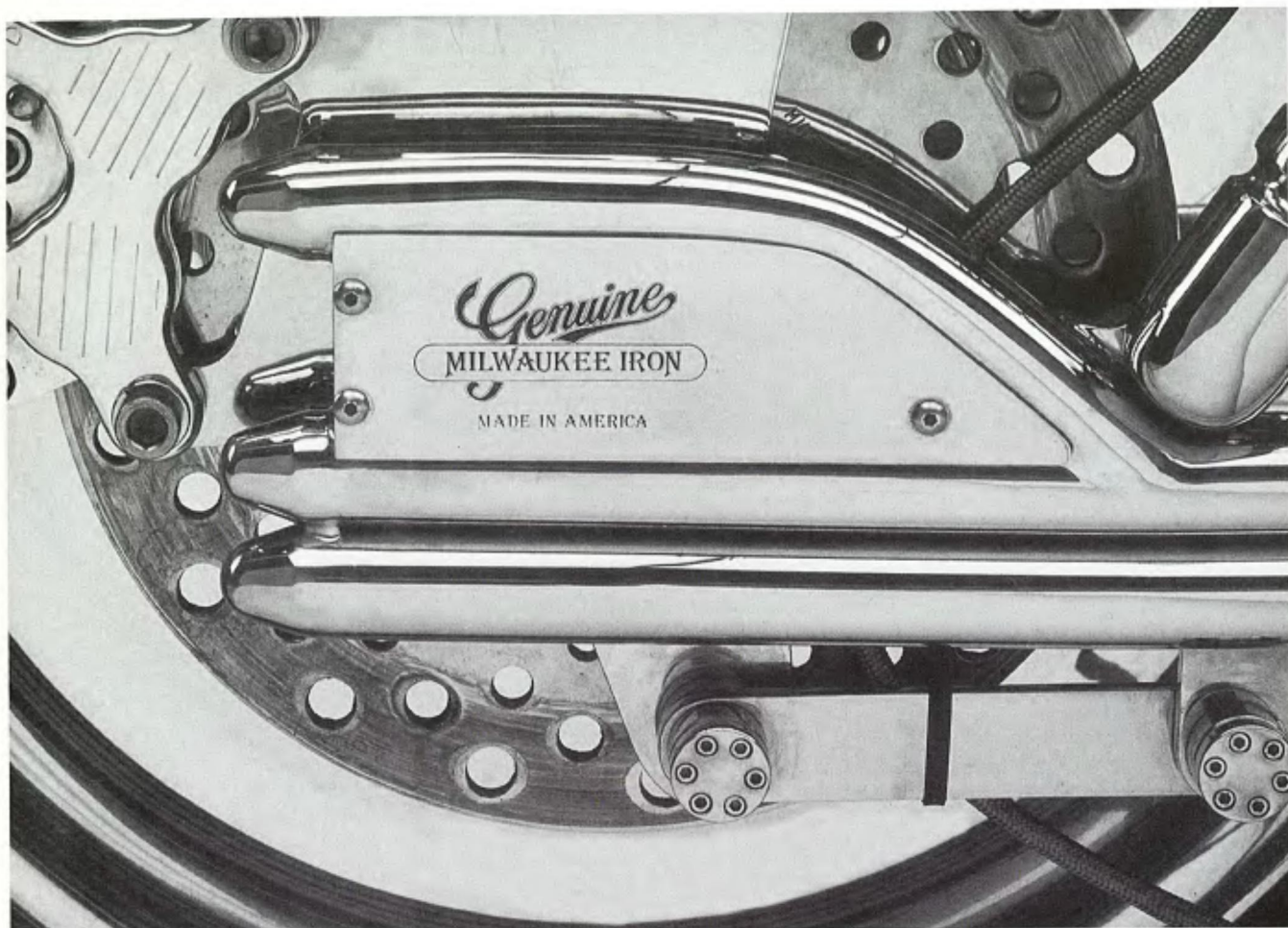
Lea's overall concept involved skulls and flames. But because this theme had been done to death on other motorcycles, Lea searched for a unique way to express his vision.

Randy called in a travelling inkslinger named John, and they painstakingly devised a new skull design. Then artist Teresa Crane added her spectacular talents to finalize the custom paint job.

One thing Lea *didn't* want on his scoot was stuff that anyone could just walk into a store and buy. So Randy obliged by hand-fabbing a swingarm out of stainless steel tubing.

"That was probably the single biggest challenge to the whole project," Randy says. "We bit off more than I thought, 'cause it took around fifty hours to finish." →





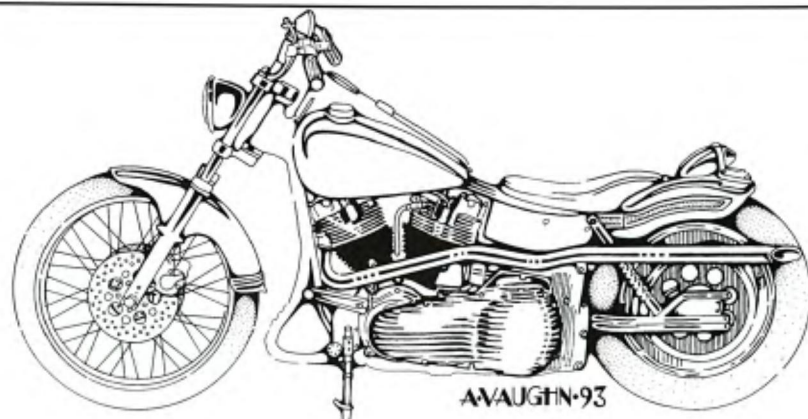


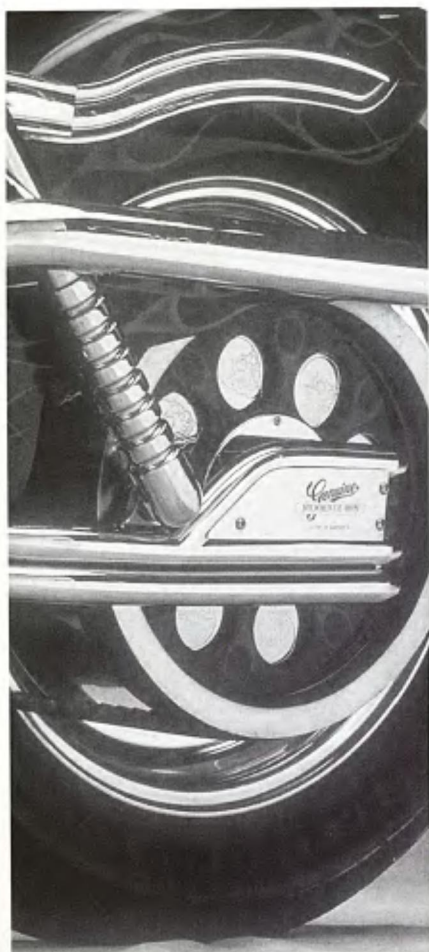
The pipes running out of both sides are one of Randy's trademarks, as are the internal forks stops and fluid passages in the trees

Randy used fender rails to drop the fender closer to the tire. Then he crafted imitation shocks out of a bar of aluminum. So now, even though the bike looks like a functional swingarm, it's really a rigid ride.

Another unique feature fabricated by the masters at Milwaukee Iron is the kicker arm. It's carved out of solid stainless steel and took three days to create. "I've probably got two weeks' wages

Owner(s): Lea Brunson		City: Orlando, Florida	
General		Frame	
Fabrication by: Milwaukee Iron		Year: 1979	
Year and make: '79 Premier Custom		Builder: H-D and Milwaukee Iron	
Model: FXE		Type: swingarm	
Value: \$35,000		Rake: factory	
Assembly by: Milwaukee Iron		Stretch: stock	
Time: 950 hours		Other alterations: stainless steel swingarm	
Chroming by: Brown's		Accessories	
Engine		Bars: Super Bike Bars	
Year: 1979		Risers: Milwaukee Iron	
Model: shovelhead		Fender(s): all steel by Milwaukee Iron	
Rebuilder: Milwaukee Iron		Headlight: Ness	
Ignition: auto advance mag		Taillight: Milwaukee Iron	
Displacement: 98 cubic inches		Speedo: Milwaukee Iron	
Lower end: S&S		Front pegs: Milwaukee Iron	
Balancing: M.I.		Rear pegs: none	
Pistons: S&S		Electrics: work	
Cases: H-D polished		Gas tank: Milwaukee Iron	
Heads: H-D polished		Oil tank: Milwaukee Iron	
Cam: Andrews		Oil system: concealed	
Lifters: solid		Primary cover: Milwaukee Iron	
Carb(s): S&S		Seat: M.I./Danny Gray	
Air cleaner: Milwaukee Iron		Sissybar: none	
Pipes: Randy Simpson		Height: n/a	
Muffler(s): wouldn't look good		Material: n/a	
Transmission		Forks	
Modifications: chromed		Type: baby wide glide	
Year: 1979		Extension: none	
Shifting: good		Builder: Milwaukee Iron	
Engine sprocket: belt drive		Special features: internal fork stops	
Trans sprocket: 37-tooth		Wheels	
Wheel sprocket: 70-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: David and Teresa		Hub: H-D	Hub: RevTech
Painter: Teresa Crane		Rim width: 2.75-inch	Rim width: 3.5-inch
Color: candy brandywine		Tire: Avon	Tire: Metzeler
Type: House of Kolor		Brake: JayBrake	Brake: JayBrake
Special paint: flames and skulls			
Other special modifications: stainless steel kicker arm, air dam hiding the oil cooler and all electrics, and dash by Milwaukee Iron.			
Photos: Mike Lichter			





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just in that!" Lea says, laughing.

The pipes running out of both sides are one of Randy's trademarks, as are the internal fork stops and fluid passages in the trees.

To keep the bike clean-looking, all the electrical components, the horn, and the oil cooler are tucked behind the air dam.

Stop reading for a moment and look over at your dad, Jake. He claims that worrying over this bike caused him to start losing his hair. It took a year to get every detail right, and that down time sure wore heavy on Lea—and his scalp.

But it was worth it, he says. The Premier Custom grabbed second place/Best of Show at the *Easyridders* Regional Bike and Tattoo Show in Daytona Beach, Florida, last spring.

"I told Randy I'd show it for a year and then I was going to ride it. Hey, if your face isn't in the wind, there's not much point in having a bike." Ain't that the truth.

Twenty years from now those will still be words to live by, Jake.

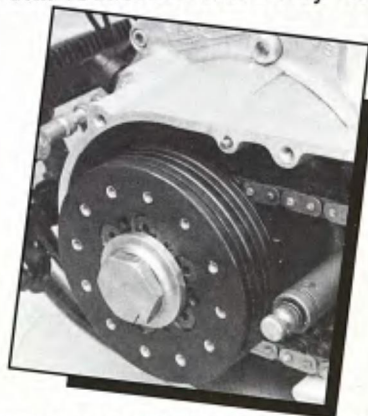
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EASY NEWS

If it's of interest to bikers, we'll print it

MOTORCYCLISTS LEAST INJURED

On Lid-LawLess Arizona Highways

Here are some interesting facts concerning motorcycle accidents in Arizona, a state which does not have a helmet law on the books:

Seems the number of motorcycle accidents in the Grand Canyon State has declined 29.8 percent from 3,509 in 1987 to 2,462 in 1991. In an effort to determine injury severity and general costs related to motorcycle helmet use vs. non-use in the general population, the Governor's Office of Highway Safety (GOHS) awarded contracts to the Samaritan Health System Office of EMS Education/Research and the Good Samaritan Regional Medical Center Trauma Service to conduct an analysis.

Briefly, here's what the medical researchers concluded from their findings:

In 1990, there were a total of 2,705 motorcycle accidents representing approximately 3 percent of the total accidents in Arizona. The 2,705 accidents involved 3,345 persons, 2,647 (79 percent) persons injured and 78 killed (2 percent). Of the 3,345 individuals involved in motorcycle crashes, 66 percent (2,211) were not wearing helmets, 22 percent (714) were wearing helmets and 12 percent (393) were listed as "unknown." (Unknown means if the patient was wearing a helmet at the time of the accident, the hospital documentation will reflect the use whether or not the helmet was still on upon arrival to the hospital).

Of the patients who died as a result of their injuries, the helmet use/non-use distribution is similar to that of the overall accident population: approximately 1/3 with helmets and 2/3 without helmets. The information listed above includes patients who were pronounced dead



at the scene, which provides a clear picture of the most severe end of the injury spectrum. In other words, patients with or without helmets are dying as a result of their injuries in approximately the same proportions as in the overall motorcycle accident population.

Length of stay in the hospital is one indicator of severity of injury. There was no

appreciable difference in the length of stay between the no-helmet and helmet groups. Hospital charges were then reviewed to see if the no helmet group consumed more expensive resources and could therefore be thought to be more seriously injured. For an example, total charges for 59 patients was \$951,071 and the percentage accounted for by the two groups was the same as all other distributions. The only average hospital charge per case differed by \$954.

A review of actual injuries revealed that the most frequent were orthopedic (68 percent). Only 31 percent of the patients had documented head injuries at discharge. If all superficial injuries (abrasions and lacerations) were excluded, only three patients had isolated injuries. By contrast, 12 patients had isolated orthopedic injuries (excluding the same superficial injuries).

By all measures (hospital stay and charges, discharge status, fatality rate) there was little difference between individuals wearing helmets at the time of their accident and patients who were not wearing helmets.

To put it simply, motorcycle accidents and fatalities account for a small percentage of the individuals harmed on Arizona's roads.

And even more to the point: The Arizona Governor's Office of Highway Safety concluded from the exhaustive research that there was no appreciable difference concerning the relative number of fatalities, or severity of injuries, between motorcycle accident victims who wore helmets and those who didn't.

—Twiggy

MRF UPDATE

Summary Of Cosponsors Of S.295 and H.R.799

There are currently 101 cosponsors of H.R.799—23 percent of the U.S. House of Representatives—and 26 cosponsors of S.295—26 percent of the U.S. Senate. The 101 cosponsors of H.R.799 are from 40 different states. The 26 cosponsors of S.295 are from 17 different states.

Combining H.R.799 and S.295, there are cosponsors from 43 different states.

Of the cosponsors of H.R.799, 36 are Democrats, 64 are Republicans, and one is an Independent. There are seven Democratic and 19 Republican cosponsors of S.295.

Fifteen of the cosponsors of H.R.799 serve on the Public Works and Transportation Committee, 12 of whom serve on the Surface Transportation Subcommittee. Five of the cosponsors of S.295 serve on the Environment and Public Works Committee, three of whom serve on the Water Resources, Transportation, Public Buildings, and Economic Development Subcommittee.

The columns on this chart reflect the following information:

1. Senators: the number of senators from a state who are cosponsors of S.295.
2. Representatives: The first number is

State	Senators	Reps	Percent
Alabama	0	0/7	0
Alaska	1	1/1	66
Arizona	0	2/6	25
Arkansas	0	2/4	33
California	0	9/52	16
Colorado	2	2/6	50
Connecticut	0	1/6	12
Delaware	1	0/1	33
Florida	0	2/23	8
Georgia	0	2/11	15
Hawaii	0	2/2	50
Idaho	2	2/2	100
Illinois	0	8/20	36
Indiana	2	9/10	91
Iowa	1	2/5	42
Kansas	0	2/4	33
Kentucky	1	0/6	12
Louisiana	0	1/7	11
Maine	1	1/2	50
Maryland	0	2/8	20
Massachusetts	0	1/10	8
Michigan	0	0/16	0
Minnesota	1	5/8	60
Mississippi	0	0/5	0
Missouri	0	2/9	18

how many representatives from the state are cosponsors of H.R.799. The second number is the total number of representatives that the state has in the U.S. House of Representatives.

3. Percent: This is the percentage of each

State	Senators	Reps	Percent
Montana	2	1/1	100
Nebraska	0	1/3	20
Nevada	0	1/2	25
N.H.	2	2/2	100
New Jersey	0	2/13	13
New Mexico	0	2/3	40
New York	0	4/31	12
N. Carolina	0	1/12	7
North Dakota	2	0/1	66
Ohio	0	9/19	43
Oklahoma	1	3/6	50
Oregon	0	1/5	14
Pennsylvania	0	2/21	8
Rhode Island	0	1/2	25
S. Carolina	1	2/6	37
S. Dakota	0	0/1	0
Tennessee	0	0/9	0
Texas	0	1/30	3
Utah	0	2/3	40
Vermont	2	1/1	100
Virginia	0	0/11	0
Washington	0	1/9	9
West Virginia	0	0/3	0
Wisconsin	2	5/9	63
Wyoming	2	1/1	100

state's total congressional delegation—both senators and representatives—who are cosponsors of either S.295 or H.R.799.

—Wayne Curtin
Motorcycle Riders Foundation

WHAT A WASTE

The Incredible Cost Of Defending Helmets

Recently, Phillip Michaelson, a Reporter for the Associated Press, conducted a survey at the Alameda Court House in Hayward, California. He followed four helmet tickets from start to finish. Here's what he found:

Writing tickets by officer (\$12 each): \$48. Processing/notices to violator/files/clerk: \$348. Court personnel cost (stenographer, paralegal, judge, bailiffs, etc.): \$681. Judge's mediator (four hours/one each): \$1240. Cases moved/ additional date/time reassigned: \$840. Policeman overtime of six officers: \$1562. Paralegal time (review/format for judge): \$840. Guilty charge paperwork: \$643. Appeals paperwork (all four): \$1735. Processing and notices to violators: \$883. Appeals Court (personnel costs): \$785. Judge's time (nonmediator): \$2480. Police overtime again (six for four tickets issued): \$3254. Paralegal time (same job done twice by two paralegals): \$1231. Paperwork for dismissal: \$759. Department of Motor Vehicle notifica-



tions/mail/revokes: \$143. Original dollar amount lost (\$10 x 4): \$40.

Total cost for four (\$10) helmet tickets for one day comes to a staggering \$17,512.

Broken down, that's \$4,378 for one \$10 helmet ticket.

Are you awake yet?

—Twiggy

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EL TIGRE

What's The Deal With That Bike?

If you made Daytona this year, you may have seen this bike called, "El Tigre." Here at *Easyrider*s, we've had many requests for more information concerning this one-of-kind scooter.

Well, it belongs to J.P. Poland of Lake Worth, Florida. J.P. got the idea of a tiger bike from his three-year-old daughter Alexia who was scared of bikes, but loved pictures of tigers. So he enlisted the help of his friend, world renowned artist Dan Meyer of Absolut vodka fame. Dan's sculpture for the vodka company was used in magazine ads all over the world.

With J.P. doing the labor and Dan doing the artwork, the project was completed in about two weeks, for around \$700 in materials.

Dan formed the head from clay, and from there, a two-part mold was made. Layers of glasscloth and resin were used in the mold to make the head. Duroglass was bound to the fender, then bonded to feather and mold it in. A 3/4-inch aluminum pipe was used to form the tail, then fiberglass and eight layers of bondo



Photo: Mike Lichter

were used to get the desired thickness. The floorboards, tongue, and teeth were made of wood.

The bike was converted to belt drive using a 1984 H-D transmission and rear brake system. It's cammed, balanced, and blueprinted with 1340cc. At the Rat's Hole

Show, El Tigre was chosen for the trip to the Essen Motor Show in Germany.

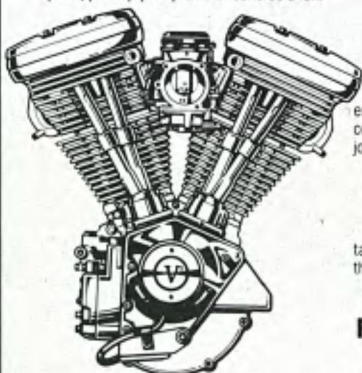
We're hoping to get El Tigre into the studio to do it justice. But if you want to see a color shot, check out page 74 in the November 1993 issue of *In The Wind*.

—Twiggy

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FIX-IT RECAP

California Helmet Law Status



Editor's note: In the August issue of Easynews, we reported that thanks to the efforts of the Helmet Law Defense League, California's helmet law is now classified as a fix-it ticket. As confusing as this may be to some of you, we continue to stand by our statement, and hope this next bit will clear up any misconceptions.

For those California motorcyclists with the balls to fight it, a violation of the state's helmet law has been reduced to a fix-it ticket and is now dismissable with proof of correction and a payment of \$10.

According to the California Penal Code Section 1269b(d), "The penalty schedule for infraction violation of the Vehicle Code shall be established by the Judicial Council in accordance with 40310 of the Vehicle Code."

Vehicle Code Section 40310 reads, "The Judicial Council shall annually adopt a uniform traffic penalty schedule which shall be applicable to all non-parking infraction specified in this code..." and rambles on insignificantly. The point is, the Vehicle Code states that the Judicial Council shall adopt the schedule, and that the schedule shall be applicable to all nonparking infractions. Vehicle Code Section 15 says, "Shall be mandatory..."

In November of 1992, the California

Judicial Council reviewed the Bail and Penalty Schedule, as they do annually, and, based on the following criteria, made the following determination concerning California's Helmet Law.

1. Offenses that are eligible for correction... are listed in Vehicle Code Section 40303.5.

2. CVC Section 40303.5, subsection (d), refers to "any infraction involving equipment set forth in Division 12 commencing with Section 24000" (including CVC 27803, the helmet law).

3. Division 12 is entitled "Equipment of Vehicles." Although the Vehicle Code doesn't contain a specific definition of the word "equipment," in the Index of the Vehicle Code the word "helmet" is listed under the heading of "Equipment." Furthermore, there's no statutory language that would preclude motorcycle safety helmet offenses from being considered eligible for dismissal upon timely proof of correction.

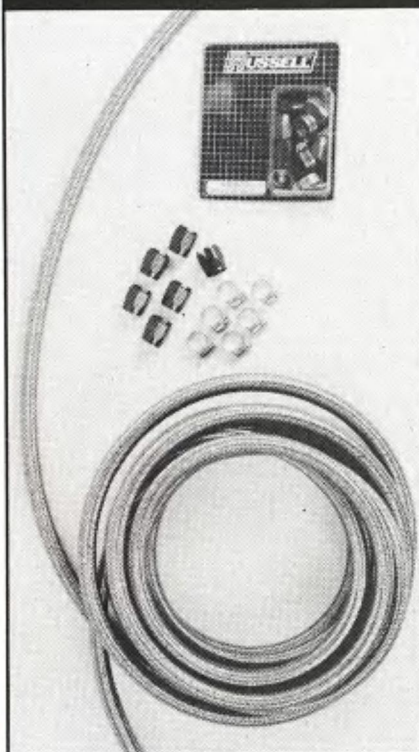
To reflect this criteria, the California Judicial Council revised the Bail and Penalty Schedule on January 22, 1993, designating a violation of California's helmet law a correctable infraction, dismissable with proof of correction and payment of a \$10 correction fee... and the shit hit the fan.

—Richard Quigley
Helmet Law Defense League

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P.O. Box 1361
Lexington, SC 29072

Leather & Lace South Carolina Chapter

P.O. Box 524
Pickens, SC 29671

SOUTH DAKOTA

ABATE of South Dakota

P.O. Box 742
Sturgis, SD 57785

ABATE of South Dakota Sioux Falls Chapter

P.O. Box 864
Sioux Falls, SD 57710
(605) 355-8772

TEXAS

Texas ABATE Confederation

P.O. Box 253
Angleton, TX 77516
(409) 849-0258

UTAH

ABATE of Utah

3043 W. 4850 S.
Rex, UT 84067
(801) 773-5134

VERMONT

FOR-Vermont

9 Central Ave.
Burlington, VT 05401

VIRGINIA

ABATE of Virginia Mason Dixon Chapter

P.O. Box 4348
Alexandria, VA 22303-0348
(703) 780-4948

ABATE of Virginia Old Dominion Chapter

9826 Hampton Ln.
Fairfax, VA 22030
(703) 591-6215

Leather & Lace Shenandoah Chapter

SHORT STROKES

Happy Pre-Holidays



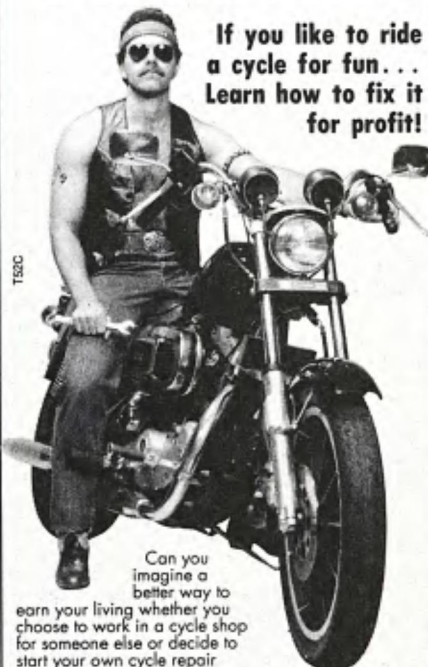
I mean it, dammit. After all the money you've raised for bikers' rights, the Muscular Dystrophy Association and other charities, and numerous toy runs this year, you deserve to have a helluva holiday season....Here's the question of the month, and one for your local politician: When do you think freedom will be more important than money again? Let me know....The big news from Sturgis is that two bros got hit by lightning. Hot party....Drinking and driving is becoming intolerable according to the governments of Florida and New Hampshire. They have joined California, Maine, New Mexico, Oregon, Utah, and Vermont by lowering their legal Blood Alcohol Content (BAC) standard to .08 percent. Beware, in many states an arrest for Driving Under the Influence (DUI) can ruin your entire year—financially and otherwise. When you consider the fines, attorney fees, mandatory schooling, court appearances, and loss of license, it's just not worth it....I took some heat for my comment about the Branch Davidian incident in Waco, Texas. Here's how some of the bros put it, and if you listened to the tapes of the phone conversations during the initial assault, you'd probably agree: "Remember The Alamo with pride, Remember Waco, Texas, with shame and fear"....And for you sportsmen, the Environmental Protection Agency (EPA) is banning the manufacture and distribution of lead fishing weights. Seems evidence points to lead poisoning as the cause of death in common loons and trumpeter swans....And here they come again. The EPA is upset because too many people are driving to work alone. They think one person in a car doesn't cut it, so their plan is to fine

businesses \$50,000 a day unless they implement a carpool program. Your boss will love that. They haven't come up with a tactic for the individual, though. I wonder how the public burden brigade will respond to this one....Harley riders in Cuba are keeping the spirit alive against all odds. In addition to the U.S. embargo which makes parts for their bikes nearly impossible to come by, Cuba's serious economic crisis, which makes parts of any kind, from any place, scarce, and gas to fill their tanks even scarcer, has made riding a real rarity. Only a few Harleys entered Cuba after 1962 (when America imposed the trade embargo), but those that exist are treasured and well-maintained by their owners. "I've been offered a lot of money for my Harley, but I'm never going to sell it. It would be better to take my blood," said Nestor Merino. I guess bikers are the same everywhere, and the brotherhood knows no boundaries—political or otherwise. On a lighter note, we have an acknowledgement for a talented craftswoman: the choker worn by Cindi, the model adorning Harry Milano's Sportster in our last issue (November 1993), was handmade by Teresa Overby. It was a nice touch, Teresa. Denver, Colorado's Rocky Mountain News reported that two gunmen forced two men to give up their 1986 Honda Interceptor at gunpoint. I don't think a Harley rider would step off his bike without a fight....I want to congratulate Chris Bojanower of Utah ABATE for his efforts to fight the helmet law against the federal blackmail tactics. Once again the Utah Department of Health is pushing for money over freedom of choice. Will the department feel the same when their employer forces them to carpool daily and wear helmets in their cars or lose their jobs? What comes around goes around....The ironic aspect of all this bullshit is that we're just a group having a helluva good time. Just check out *What's Happenin'* or any other calendar of biker events—there are more motorcycle-oriented events than you can shake a cam cover at. There's a rally, run, fundraiser, biker's rights seminar, or swap meet happening every weekend. Helluva active lifestyle. Keep it alive by supporting your local rights group, even if you just keep your membership up by sending in your dues so you get their newsletter. That way you can stay abreast of the legislative battles and write your political officials whenever necessary. We don't want this lifestyle to go away....Ride forever.

—Bandit

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PASSIN' GAS

Rippin' Off Some Good Ones

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, Box 3000, Agoura Hills, CA 91376-3000.

Whaddaya call the twinkle in a splittail's eyes?

The guiding light.

—Lee

Hudson River

Definition of a real loser: a guy who falls into a barrel of tits and comes up suckin' his thumb.

—Butch

Albuquerque, N.M.

Didja hear about the married chick who ran off with a tractor salesman?

She sent her ol' man a "John Deere" letter.

—John Wiegand

Lower Lake, Calif.

What are the three rings of marriage?

The engagement ring, the wedding ring, and the suffering.

—The Hair Farmer

Lahaina, Hawaii

Bulldog met a hooker on the Boardwalk in Atlantic City. He agreed to her price of only 20 dollars, and they climbed down under the boardwalk, where he promptly fucked her silly and then handed her the cash.

The next night, he ran into her again, and they were soon under the boardwalk once more. While he was humpin' away this time, the hooker happened to cut loose with two long, incredible foghorn farts.

After Bulldog got his nut off, he handed her 25 bucks.

She asked, "Why the extra five dollars?"

"That's for blowin' the sand off my balls," Bulldog said.

—Risky

Takin' Chances



Then there was the sterile prospect and his ol' lady who desperately wanted to have a baby . . . so they starved the rabbit to death.

—Joe-Joe

Summerland, Calif.

One aging biker to another as they're eyeing a big-titted broad in the bar: "Y'know, I just don't make 'em like I used to . . ."

—Herm Albright

Indy

The first baseball game of the season was about to begin, and of course the Presidential family was in attendance. Right after our national anthem was sung, President Clinton reached down, grabbed Hillary by the ankles, and flung her over the railing, sending her screaming all the way down to the playing field far below.

As a horrified hush fell over the spectators, a Secret Service agent rushed to President Clinton's side and whispered in his ear, "Sir, I think you were supposed to throw out the first pitch."

—Hank the Cat

Bulldozin'

It had been an exhausting day of football-watching for Kimbo, and sometime during the sixth game, he fell asleep in his chair. Rather than wake him up, his ol' lady Kris went to bed, assuming he'd join her later. Much to her surprise, however, when she woke up the next morning, she found him still snoozing in front of the TV set.

"Honey, wake up," she said, nudging him gently. "It's twenty to eight."

That snapped him awake. "Whose favor?" Kimbo asked.

—Haystack

Inside



"You do, and I'll cut yer tail off right behind yer ears."



"Oooh, Donald! I love it when you put your finger up my ass!"



"His daddy is a biker."

Just a few more questions," the Department of Motor Vehicles interviewer told the job applicant. "Are you a veteran?"

"Yes, sir."

"Did you see action?"

"Yes, sir, in Vietnam."

"Were you ever wounded?"

"Yes, sir. Got both my testicles shot off."

"Okay, in that case, there's no need to go on," said the interviewer. "You've got the job, beginning tomorrow morning. We usually start here at eight o'clock, but what the hell, you can come in at 10."

"But if everyone else comes in at eight, why should I come in at 10?" asked the applicant.

"Because we mostly just stand around and scratch our balls for the first couple of hours," explained the interviewer.

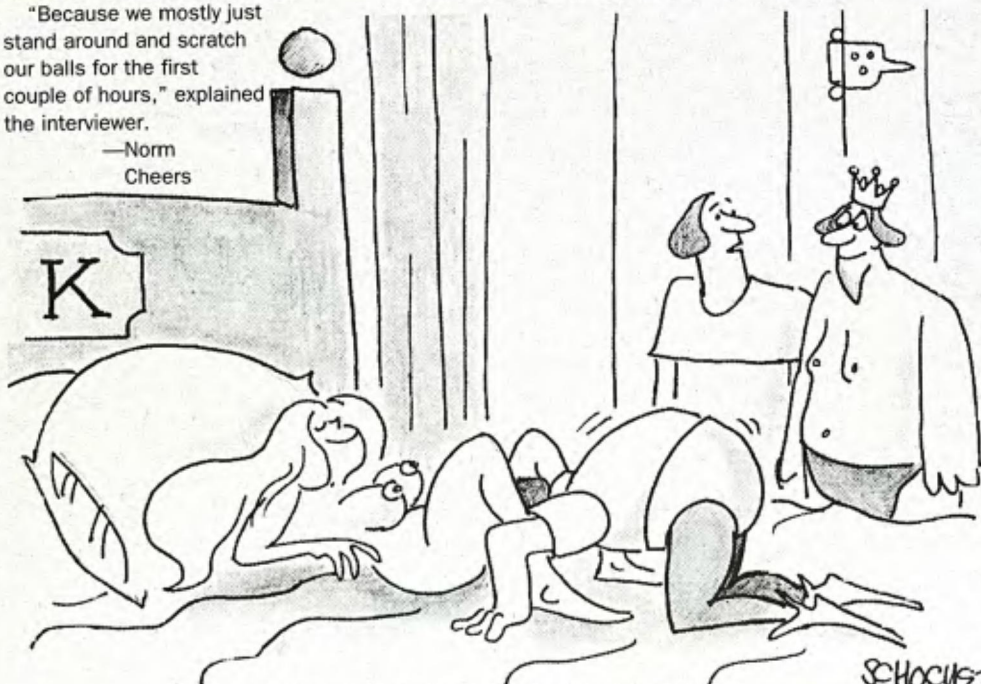
—Norm
Cheers



"Your Honor, she is too trying to influence the jury!"



"You will soon be screwed by an old lady—that'll be five bucks, asshole."



"Is there anything else you need the official taster for, Sir?"

The middle-aged club mama seemed a little under the weather when she visited Dr. Lookmeup.

"Come, now," coaxed the gynecologist, "you've been seeing me for years. There's nothing you can't tell me."

"This one's kinda strange—" she said, hesitating.

"Let me be the judge of that," the doctor assured her.

"Well," she said, "yesterday morning when I went to the toilet, I heard weird plinking noises in the commode. I looked down, and the water was full of pennies."

"I see."

"And that afternoon I was on the crapper again, and I found nickels in the bowl!"

"Uh-huh."

"And last night," she went on, "I was shitting dimes, and this morning it was quarters! You've gotta tell me what's wrong, Doc. I'm scared to death!"

The gynecologist put a comforting hand on her shoulder.

"There, there," he said. "It's nothing to be worried about."

"Are you sure?"

"Absolutely—you're just going through your change."

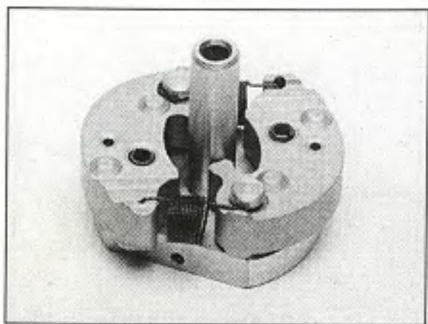
—Glasscutter
Club Fed

How many anti-abortionists does it take to change a light bulb?

Six—one to screw in the bulb, and five to testify that it was lit from the moment they began screwing.

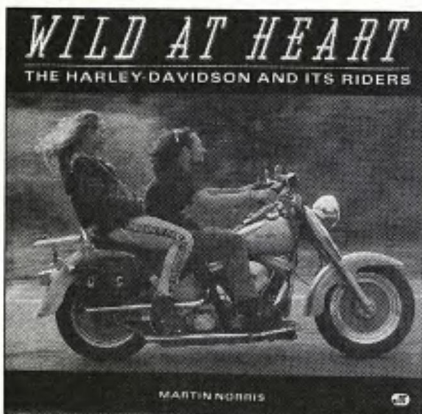
—Goodnight Gracie
Across the Street

Parts Box *Tell 'em Snake sent ya!*



Performance Advance unit

We should have saved this—it would have been hot for our performance guide next year. Rivera's weights won't make your sled burn up more pavement, but they will keep it on the road longer. The shaft and plate are made from stainless steel and are machined to exact tolerance. The weights are heat-treated, coated with high-tech polymers, and are held in place by stainless steel pins. In other words, the damn thing is well made. For more technical jargon, write Rivera Engineering, Dept. ER, 6416 S. Western Ave., Whittier, CA 90606, or call (310) 692-8944.



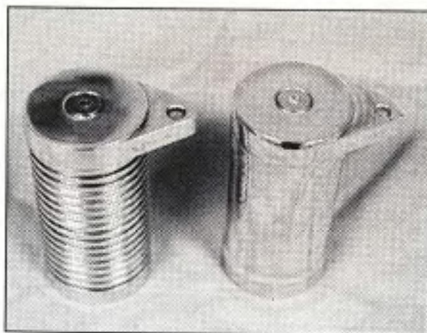
Wild At Heart

Here's another book about the lifestyle, except it's all-color and written by a bro in the U.K. It'd make a terrific Christmas present, and, hell, you might be in it. It covers some of the major events in the U.S., the clubs, the personalities, and the bikes. Hey, Bandit's bike is in it, so it can't be all bad. Call Motorbooks Int. (612) 439-6001, or write 275 S. Third St., Stillwater, MN 55082.



Shades

Besides the fact that they're bad, these small sunglasses are designed to fit close to your mug, so they stay there at high speeds. The new KD's have a narrower, wire-reinforced temple for a tighter fit, even under a skid lid. The concealed wire now goes all the way through the temple from end to end for added strength and adjustability. These bad boys are available in 17 different lens colors, including clear. For more info about KD sunglasses, ya gotta write Shirts and Shades, Dept. ER, 48 Main St., Jackson, CA 95642, or call (209) 223-3043.



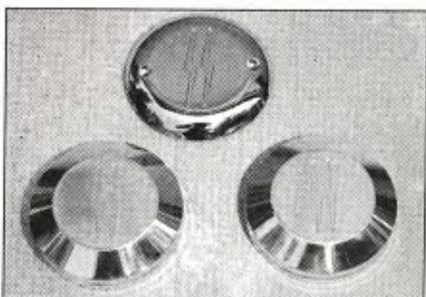
Sumax Filters

Sumax and SJ Performance got together to build this oil filter. Mount it anywhere. It accepts standard oil fittings and a standard H-D style filter. It comes ribbed or smooth and Sumax carries the stainless oil lines and chromed clamps to complete the system. Catalogs are available for four clams from Sumax, Dept. ER, 337 Clear Rd., Oriskany, N.Y. 13424. Or use the ol' lady's credit card and dial (315) 768-1058.



Point Conversion Kit

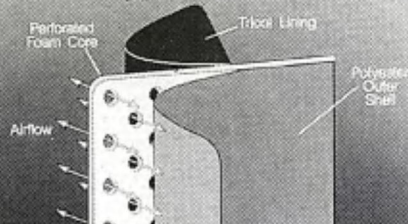
Tired of draining engine oil out of your beard after timing your Harley? CCI's exclusive "On-Time" point conversion kit puts an end to the mess of timing your bike once and for all. The kit includes: timing from inside the cam housing (no need to read the flywheel timing mark), American-made "Blue Streak" points and condenser, and all the necessary hardware.



Ron Simms Stuff

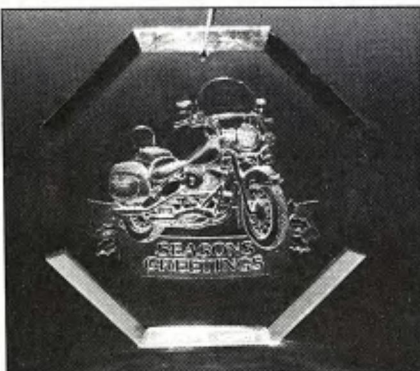
Ron Simms of Bay Area Custom Cycles has jumped into the billet aluminum design game. In addition to the points cover and gas cap covers in the shot, he's building grips, trees, derby covers, you name it for Evolutions. They're hot. For more info or Ron's new catalog call (510) 537-3338, or drop a line to Bay Area Custom Cycles Dept. ER, 25224 Mission Blvd., Hayward, CA 94541.

Valeo Ventilated Back Support Belt Cutaway



Kidney Belt

Okay, I lift weights, and this caught my eye. For pumpers and iron butts, this Valeo Ventilated Back Support Belt features a perforated foam core that allows cooling airflow while still providing necessary support for the abdomen and spine. They do come in black and in 3-, 4-, 5-, and 6-inch-wide styles. Call (800) 634-2704 for info.



Glass Ornament

Ah, another holiday gift with a technical background. They're sculptured in lead, then mold-injected with crystalex into a steel die to form this 3-inch x 3-inch octagonal shape with your favorite bike etched into it. Contact Like It Is, Dept. ER, Box 8125, Garden City, NY 11530, or beat the holiday rush and call (516) 741-8839. ☉

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'TIS THE SEASON

A Guide To Toy Runs Across The Country

Yep, it's that gift buyin', tree whackin', partyin' under the mistletoe time of year again. In these tough times, folks are feeling the crunch everywhere, and, as always, there will be kids who will have to go without on Christmas morning. Nothing warms a biker's heart like seein' a youngster's face light up, and

thanks to the many toy runs held throughout the country there will be a lot of happy kids this holiday season. Toy Runs promote a positive image for us scooter tramps and make a real difference in young people's lives. So dig deep brothers and sisters and spread a little cheer at one of these runs.

ARIZONA

12th Annual Sun Riders Toy Parade—December 12. Hi-Corbett Field, Tucson. Sign-in: 8 a.m.-11 a.m. Parade: 11:30 a.m. Block party to follow. Info: (602) 296-9622.

7th Annual MMA Run—December 5, Casa Grande. Info: (602) 836-2737.

ARKANSAS

ABATE 8 Toy And Coat Run—December 4. Sign-in: 10 a.m. to noon in parking lot across from Wagon Wheel, Hwy. 23, Eureka Springs.

CALIFORNIA

MMA Dist. LXIX—November 20. Byron's Station off Highway J4. Starts at 9 a.m. Info: (510) 276-2447.

MMA/Sacramento—December 12. Meet at Front & Capitol at 9 a.m. Parade: noon. Info: (916) 442-4727.

MMA/L.A.—December 5. Meet at Dodger Stadium near National Guard Armory at 9 a.m. Ride begins at noon. Bring new toy. Party to follow. Info: (805) 522-6557.

Ukiah Bikers Toy Run—December 19. Everyone is welcome. Admission is a new toy. All other donations are welcome. T-shirts and run pins will be available. Free food and live music following run. Elks Hall, Talmadge Ave. in Ukiah. Info: (707) 462-9337.

5th Annual ABATE Local 19 with Pomona Valley H.O.G. Toy Run—December 12. Hours: 10 a.m. - 3 p.m. 1150 West 4th, Elks Lodge, Ontario. Info: (909) 986-3603.

2nd Annual Bikers For Our Youth Toy Run—November 27. ABATE #36, Palm Springs. Info: (619) 323-9860.

Concerned Motorcyclists Of Kern County Toy Run—December 12. Cost of run is one toy and a nonperishable food item. Info: (805) 835-1927 or (805) 834-8677.

Fresno Toy Run—December 12. Info: (209) 299-7333 or (209) 875-1138.

FLORIDA

State Toy Run—December 10-12. Hosted by West Coast Chapter ABATE. Info: (813) 665-7222.

GEORGIA

ABATE of Georgia State Toy Run—November 21. Leave at noon from Christian Park. Must bring toy or donation. Info: (404) 476-2322.

ILLINOIS

Chicagoland Toys For Tots Motorcycle Parade—December 4. Meet at 8500 S. Western Ave., Chicago. Line-up: 9 a.m. Procession: noon. Bring a new unwrapped toy for boy or girl. Info: (312) 581-5504.

Brother's Rising MC 16th Annual Toys For Tots Party—December 4. Free beer, prizes, live music. Donations: one new toy (\$10 value). Info: VFW Hall, 124 S. Utica, Waukegan, Ill.

KANSAS

Seber's Leavenworth Cycle/ XI Worth Rider Association—December 5. Meet at Seber's Leavenworth Cycle at 2 p.m. Bring a new unwrapped toy. Chili feed at the VFW. Info: (913) 651-2548.

KENTUCKY

Kentucky Bikers Association—November 27.

Meet at Pleasure Ridge Park High School, Greenwood Road, Louisville. Sign-up: 11 a.m. Bring new toy. Info: (502) 969-8783.

MISSOURI

Freedom Of Road Riders Toys For Tots—November 7. Toy runs will be held in 11 different cities throughout the state. Admission is one can of food and one new toy. Info: (816) 665-8869.

NEW JERSEY

3rd Annual Jersey ABATE Christmas in October Toy Run—October 24. Sign-ins at four locations: 11 a.m. - noon. End site: FM Station (formerly Mother's) in Wayne. Bring unwrapped new toy. Free food, live entertainment. Info: (201) 628-8778.

NEW MEXICO

ABATE of New Mexico/Tularosa Basin Toy Run—December 4. Info: (505) 585-9789.

ABATE of New Mexico, Mesilla Chapter, Las Cruces Toy Run—December 5. Info: (505) 382-9754.

Taos Bikers Toy Run—December 4 in Taos. Info: P.O. Box 13D, Embudo, N.M. 87513.

NORTH CAROLINA

CBA'S 7th Annual Toy Run—December 5. Ride to N.C. Baptist's Children's Home, Randolph County. Meet at Randolph Mall in Asheboro at noon. Info: (919) 629-3895 or (919) 697-9387.

OREGON

Portland ABATE Shiner's Toy Run—December 4. Meet at A & J Motorcycles in Portland. Parade: noon. Info: (503) 771-0188.

TEXAS

Gypsy Area A MC/Beaumont H.O.G. Toy Run—December 11. Sign-in: noon, Moscow Clubhouse, Hwy. 190 between Livingston & Onalaska. Admission: \$7/single, \$10/couple plus one new, unwrapped toy. Info: (409) 646-3649.

ABATE and Mom's Annual Christmas Run—December 4. Meet at Mom's at 11 a.m. to ride to Truman's Children's Center for the Handicapped. Stop by Mom's, 819 Ryder Rd., Longview, and pick up a star from the NEED tree, or bring a stuffed animal. Four canned goods entitles you to munch out

and party at Mom's after the run. Info: (903) 758-9066 or (903) 643-2806.

14th Annual Toy Run—December 5. Meet at S&S Cycle, Amarillo at 1 p.m. Beer, food, or door prizes. Info: (806) 374-8760.

TIJUANA, MEXICO

Solo Angeles MC Tijuana Toy Run—December 19. Meet at South Coast Harley-Davidson at 9 a.m. or at the Clubhouse till 10 a.m. Bring toys or clothing. Info: (805) 943-7724.

VIRGINIA

ABATE of Virginia Region 1 Toy Run—November 14. Sponsored by Mason-Dixon Chapter. Info: (703) 218-7878.

Yes, we know that Maine and Maryland's toy runs are not listed in this guide. However, our publication date is after these events are held. If you notice listings we've missed, please let us know so we can include them in our guide next year.

And, as always, please send the information to us at least three months in advance of the event date. Send your info to Toy Run Guide, c/o Susan, P.O. Box 3000 Agoura Hills, CA 91376-3000.



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F.I.G.H.T. UPDATE

We Need Your Help Now More Than Ever!

With your help, *Easyriders* continues its fight against mandatory helmet laws. Biker attorney Sam McCloud has put together a team of research specialists in the technical realms of helmet impact and econometrics, the study of compiled statistics. The team is currently developing the most complete list of helmet-related statistics ever attempted, including complex medical data and the biomechanics of head injuries. The team's clinical studies will demonstrate the "dangerous side effects" of helmets on the public.

McCloud's case against the mandatory use of helmets is based on the concept that helmets have "dangerous side effects" which can be lethal to the wearer. Such side effects include the dangers of limited vision, hearing, and diminished ability to react in an emergency situation due to fatigue on the wearer by the increased heat and weight. Special testing will also involve stress and the resulting damage to the neck and spine created both by the weight of the helmet and the "lift" factor of wind updraft at speeds over 50 mph.

As you can imagine, this sort of research and testing isn't cheap. The money collected by the F.I.G.H.T. campaign has helped tremendously, but we need your help now more than ever. We're going after the National Helmet Law and will be fighting tooth-and-nail by every legal means at our disposal.

F.I.G.H.T. is also sponsoring the efforts of biker attorney Skip Raring. Skip uncovered the fact that the owners of "unlawful

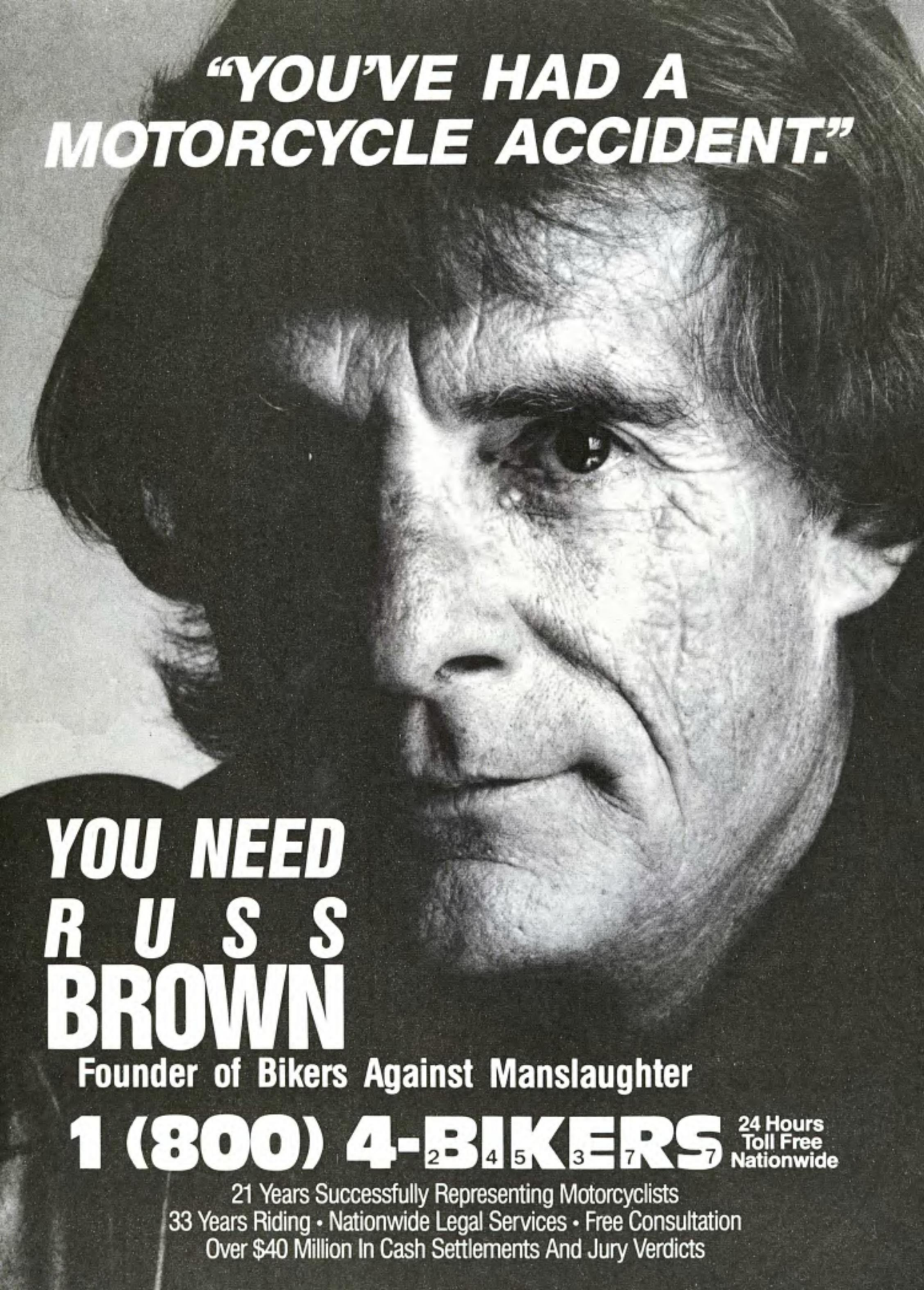
beanie helmets" were being punished by the California Highway Patrol (CHP) for the noncompliance of their helmets, instead of holding the manufacturer responsible.

A lawsuit was filed in federal court under the case name *Easyriders Freedom F.I.G.H.T. v. Hannigan* (Hannigan is the Commissioner of the CHP). The case hopes to prove the vagueness of the helmet law in regards to the public being required to identify what an approved helmet is (ie, beanie helmets). *Easyriders* will keep you abreast of the latest news on this challenge, which will make waves nationwide.

Our assault on mandatory helmet laws continues on all levels and from every direction. While ABATE, the MMA, the MRF and other bikers' rights organizations continue to wail away at state and national levels, *Easyriders* Freedom F.I.G.H.T. takes the battle right into the federal courtrooms.

How can you help protect your rights and freedoms? Become a member of your local bikers' rights organizations and join *Easyriders* Freedom F.I.G.H.T. today. Remember, all proceeds from your F.I.G.H.T. kit goes to battle helmet laws in court! And don't forget, if you have had a close call, an accident, or an injury because you were wearing a helmet, tell us about it. Write to: F.I.G.H.T., c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000.

Join and support the Freedom F.I.G.H.T., and together, we will be a formidable force for positive change in America. —Phantom



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HALL O' FAME

For Brothers And Sisters Who Stand Out In A Crowd

Kyle Pritzkau and Lloyd Hart Barons MC, Salt Lake City, Utah

When local residents, and even the cops, threw up their hands at the out-of-control stabbings, shootings, robberies, prostitution, and drug deals at a Salt Lake City bar, the only ones they could turn to for help were the local Barons MC. The very day they rode up on their iron steeds, the town's trouble-makers ran for the hills. In order to insure the community's peace, the Barons bought the bar.

Former Barons prez, Kyle Pritzkau, is

now the owner of the bar his bros returned to its original name, the Red Belle Saloon (See Rip's Run this issue). Red Belle's new manager, Lloyd "Flats" Hart, former chairman of the central community council and a 15-year member of the Barons, has two boys (12 and 3) to worry about. "I can deal with the idiots out there," he says "but my kids can't."

Nothin' like a little, friendly neighborhood clean-up... biker-style. —Clay Dog



Photo: Rip

Heather Abshire Mesa, Arizona

Heather met her first husband and took her first bike ride in Vancouver, B.C. They moved to Arizona, got a new Harley, got married, and joined ABATE.

As the State Membership Coordinator, there wasn't a swap meet, run, or rally that Heather didn't attend to spread the word and sign up new members. She covered the entire state, while also serving as the local chapter secretary. When H.B.2299 came up, it was Heather who took it upon herself to

compile a list of all members of the House Transportation Committee (HTC) and their phone numbers. She then called individual members with this list, asking that each one call the HTC members and fill up their voice mail boxes. During the crucial hearing, it was noted that they received thousands of calls from motorcyclists all over the state.

We need more people like Heather to ensure that our freedom stays intact.

—Larry D. Hanna



Photo: Larry D. Hanna

Shack O' Shame

Ventura Software Inc. San Diego, California

Sometimes it's those innocent-looking little biker prejudices that can sway voters against our freedom. For example, in the Feb. '93 issue of *Windows* magazine, there's an ad for Ventura PicturePro, software (a Xerox company) claiming to "clean up any [photographic] image."

To prove their point, they showed before and after shots of a biker astride his chopper. In the before shot, the biker wears faded jeans, a black leather vest, and long hair. In the after photo the same

biker has a short haircut, his beard's been shaved, his custom tanks are now stock, and sneakers replace his boots.

Apparently, Ventura Software thinks there are enough anti-bikers out there, still clingin' to stereotypes, to make this ad pay off. No wonder they're pushin' a product that claims to clean up any photographic image, 'cuz when you've got your head shoved that far up your "prejudices," things must get real outta focus.

—Clay Dog

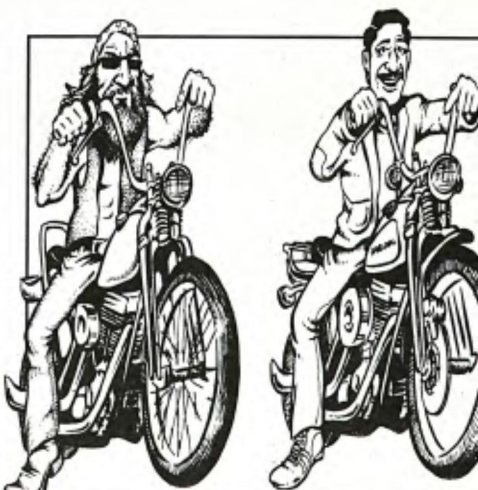
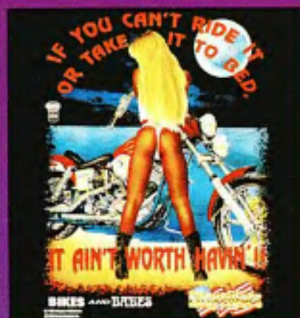


Illustration: Jon Towle

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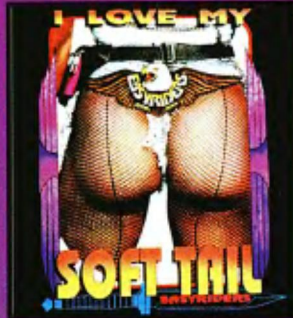
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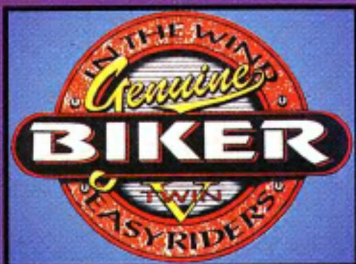
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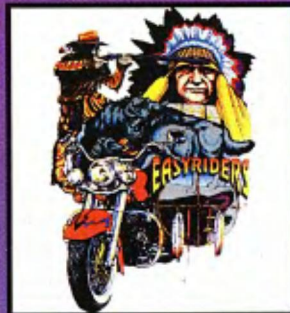
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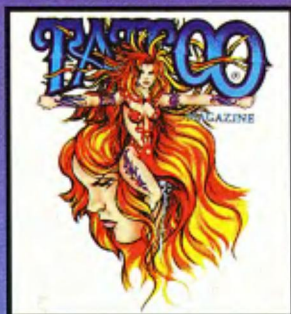
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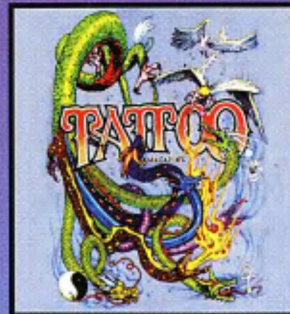
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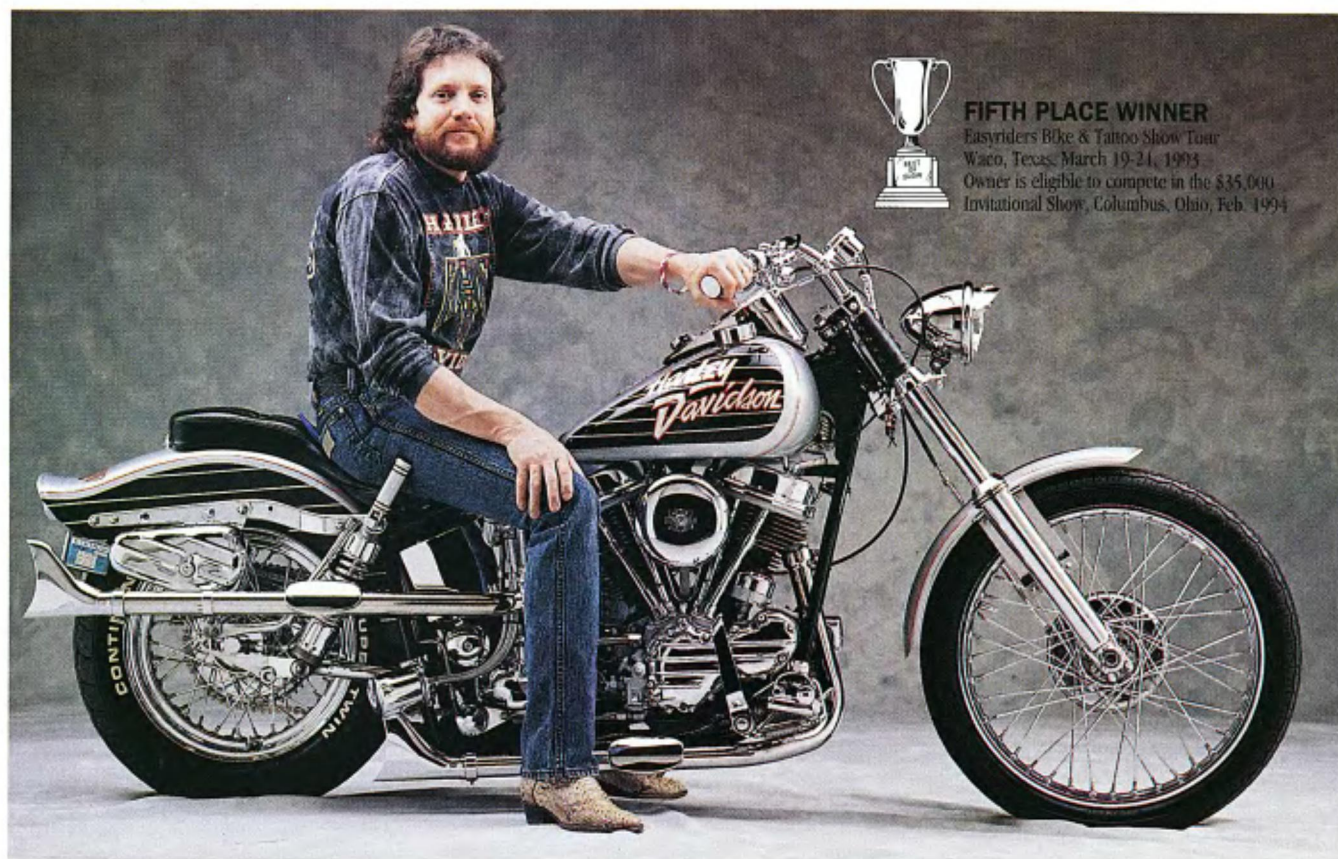
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Rick Fairless, Irving, Texas

1965 Harley-Davidson panhead

Texas might be known to most for its massive oil wells, its fierce spirit of independence, and its big-busted women, but to young Rick Fairless—bouncin' around on a little dirt bike across his Uncle's sun-scorched ranch—Texas was one pissed off rock, rut, and rattler after another. 'Course it wasn't long before the fearless Fairless conquered the rugged terrain and took to the open road on a Sporty packin' a hardy cubic load.

Four years after jammin' his spurs in that first Milwaukee-born steed, he rode into Ft. Worth and blazed out on a brand new shovelhead. After runnin' her stock awhile, he took up with some new ridin' bros, the Hell's Bells. Before he knew it, Fearless was runnin' every variation of bars, seats, tanks, fenders and pipes on the patient putt, and still couldn't get it to suit him just right. Meanwhile, Rick Johnson, the Bells' main brother, got to bullshittin' with Fearless about some customizing ideas of his own.

Fearless took his bro's words to heart, but it wasn't until he stumbled across a stripped-to-the-bone '65 pan at a swap meet, that he decided to put those ideas and a bunch of his own to work. By now, he knew just what he was after, and with the help of old-time wrenchin' buddy, Gary Mackie out of Dallas, Fearless ended up takin' down 5th in *Easyriders* Best of Show in Waco, Texas—and better still, he finally took to the Lone Star streets on a ride that suited him just fine. —Clay Dog

General		Forks	
Fabrication by: owner/Gary Mackie		Type: wide glide	
Year and make: 1965 H-D		Builder: H-D	
Model: "Bad Pan"		Special features: 2 inches over	
Chroming by: Show 'N' Go, Dallas, TX		Accessories	
Engine		Bars: Ness	
Year and model: 1965 FL		Lights: Ness	
Rebuilder: Gary Mackie		Gas tank: CCI	
Displacement: 1200cc		Oil tank: Paughco	
Transmission		Seat: Ness Cobra	
Shifting: slick		Other: CCI fenders, Ness risers, D.S. pegs	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Finish		Size: 21-inch	Size: 16-inch
Color: black, silver (Kenny Vaughn)		Tire: Cont.	Tire: Cont.
Type: lacquer		Brake: drum	Brake: juice
Special paint: silver leaf		Special thanks: to my wife Tina, our	
Frame		scooter-ridin' kids (Steve,	
Year and builder: 1985 Paughco		Chelsey, & Lina), the Hell's Bells,	
Type: wishbone		and Rick Johnson	
Alterations: 5-degree rake, 2-in. stretch		Photos: Mike Lichter	



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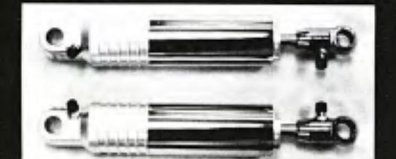
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STEEL BUN RUN

Rough Trail On A Hardtail



Photo: Eleny Busick

Earle Busick turned 50 a few years back and when he did, his wife Eleny bought him a brand-spankin'-new FXRT. After packin' on his '55 hardtail for over 25 years, Eleny thought it was time to give their butts a softer ride. You know, a biker's mind is a complex thing. Earle had a perfectly cush FXRT in the garage, yet he and Eleny chose the ol' '55 when the time came for the ultimate long distance

From there, our frosty duo headed straight for Florida, stopping at various friends' homes along the way. They played for a few wonderful warm days and moonlit nights down in Myrtle Beach, South Carolina. They say you couldn't ask for a nicer place to thaw out.

Then the Busicks headed west, meeting folks of all walks of life along the way. Eleny says she was surprised at

As Earle says, "Anyone can do the trip with shocks under their ass!"

putt. As Earle says, "Anyone can do the trip with shocks under their ass!" So they loaded a makeshift trailer with essentials and waited for a piece of sunny weather.

The Busicks began their around-the-U.S. adventure April 8, 1992. They prayed for just two sunny days to enable them to get out of their frozen New York home, but the driving rain and snow was relentless. They gave up on the notion of finding some sun and headed south with well-padded butts and smiles on their frozen mugs. Eleny says that when they reached the Pennsylvania border, they looked over their shoulders in the direction of New York and saw nothing but purple storm clouds. She figures this reflects God's sentiment concerning the Big Apple.

how nicely they were treated by everyone, especially since, by the time they stopped to rest their weary heads each night, they looked like something from a zombie movie—covered in road grime with grease slicks up their backs and bug juice splattered all over their faces. Earle couldn't believe how much times have changed, finding that bikers are welcome in most any establishment, top-class or otherwise. Remember when the "No Vacancy" sign was used to tell you to get yer mangy ass on down the road?

The weather was bitchin' and Earle and Eleny got nice dark tans on their trip. But then the weather changed 'round about the Carlsbad Caverns of New Mexico, and freezing rain accompanied them all the way to Santa Fe.

The Busicks caught up with the Red River Run and parted down with a herd of happy bikin' folk. Then they took a wrong turn, which took them through the Bandelier Mountains and another onslaught of freezing rain. In fact, it was so cold that their carb froze up.

Pulling into Farmington, New Mexico, with chattering teeth, the Busicks met a nice woman who owned a little motel. She dried them off, warmed them up, and made them feel at home. That night it was warm blankets and pizza in bed. From there it was off to see the Aztec monuments and the breath-taking Grand Canyon. After surviving a hail storm, they drove through the searing heat of Death Valley and ended up in the cool mountains and amazing waterfalls of Yosemite National Park. One of the real high points was crossing the Golden Gate bridge in San Francisco, their western-most point.

Our steel bunnies made their first major repair just out of San Rafael, California, replacing brake pads for a mere \$32. They had a few minor problems, such as fouling plugs and adjusting the primary, and they broke the weld on their headlight twice, but all in all it was a low maintenance run for the ol' '55.

The trip back to New York was a straight out run from rain and tornadoes all across northern America. Somewhere near Dillon, Montana, Eleny was about ready to call for a rent-a-truck to haul their bike back home. Her buns were about ready to fall clean off! But the intrepid pair continued on, finding endless miles of deserted back roads. It must have been real nerve-racking to cross the plains with only a two-gallon tank with one gallon as a spare.

As they rode out of Washington, heading back east, the helmets came off and stayed off for a long spell. Of the 28 states that the Busicks rode through, they had to wear brain buckets in 15. Some 10,700 miles, 28 states, and two pairs of bullet-proof buns of steel later, the couple were coasting into their driveway in New York, pulling their kid-neys out of their brain stems.

Would they do it again? As long as the highway calls them, and as long as they can throw their legs over that ol' '55, there's no doubt.

—as told by Earle and Eleny Busick

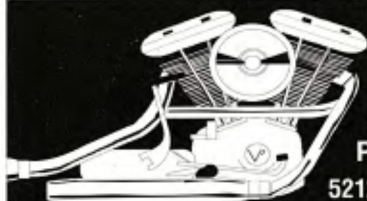
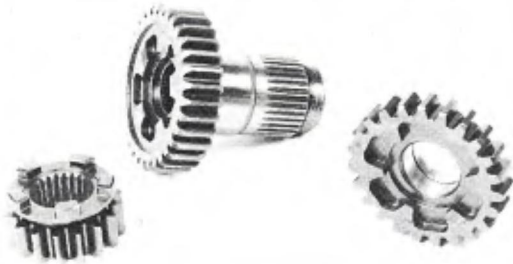


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BROS CLUB

What It's All About

As the 1993 *Easyriders* Rodeo year winds down and 1994 gets under way, we wanted to acknowledge Rip for helping to make Bros Club what it is—and especially for taking the time to lead all those ridin' packs from the various Bros Club dealers to their region's Rodeo. On some occasions, Rip would lead as many as three different riding groups from different Bros Club dealers to the same weekend-long *Easyriders* Rodeo. He made sure that each bro who completed the ride received a special memento from one of the girls at the gate upon arrival.

'Course even Rip's been known to screw up a time or two, just like the rest of us. But when Rip makes a mistake, he does it with style—like the time he rode out of the central time zone into Michigan, forgetting to take



into account the Eastern time zone difference. When he showed up an hour late to a crowd of impatient Bros wantin' to head for the Rodeo, Rip apologized, then he said he was sorta hungry and disappeared down the street where he took his time with a nice healthy ham sandwich.

But overall, judgin' by the word we got back from bros who rode with Rip from the Scottsdale, Arizona, *Easyriders* Store to the Casa Grande season opener, or the Michigan bros who rode with him from Top End Cycle in Flint, Hunt Hog Shop in Lansing, or Detroit Motorcycle Parts in Roseville, to the *Easyriders* Rodeo in Fowlerville, Michigan—to name a few—a good time was had by all. And Rip, along with Bros Club dealers around the country, are plannin' on a whole bunch more for '94. —Clay Dog



Photos: Rip



Bros,

I thought I'd drop you a line, along with a photo of me and my bike. It's a '91 Springer, customized to my taste. The reason I joined Bros Club is because I wanted to be a part of a club that is for bikers and about bikers, and I think this club attracts bikers who live and breathe our lifestyle. Another reason I joined is because I wanted to be a part of the Easyriders family. I know that may sound corny, or whatever, but that's how I feel. I have been a loyal reader since the summer of '77. The magazine has always stood up for bikers and our right to ride free. I have belonged to other riding clubs, which I will not name. They always turned into a club for the make-believe bikers, or RUBS, or whatever you wish to call them.

The only things missing right now are the local and individual chapters. Let's hurry and get those started.

Take care,
Mike Pullin
Charlotte, North Carolina

Thanks to the support of bros like Rip and Mike Pullin, Bros Club keeps on spreadin' like wild fire across our great land, and then some. But no matter how big and strong we become, Bros Club will never be bigger or stronger than any one of its individual members. Without that one lone rider bro who happens to be there for another brother or sister in need, Bros Club wouldn't exist. —Clay Dog



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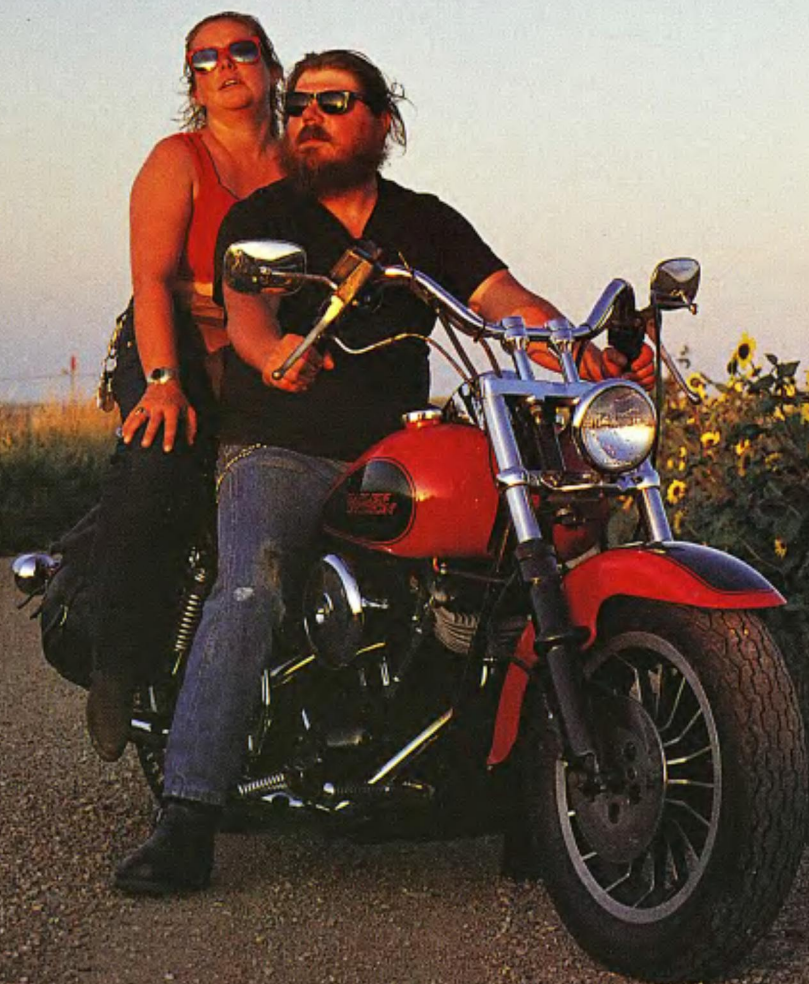
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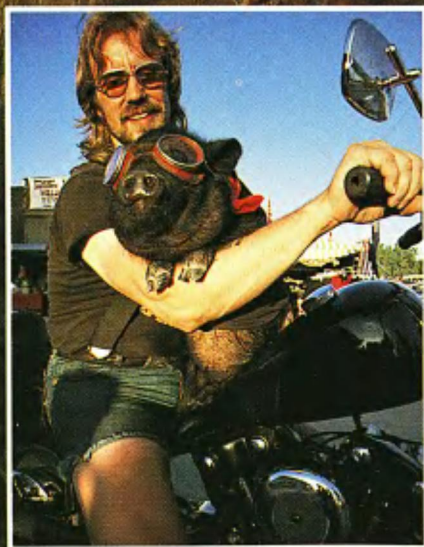
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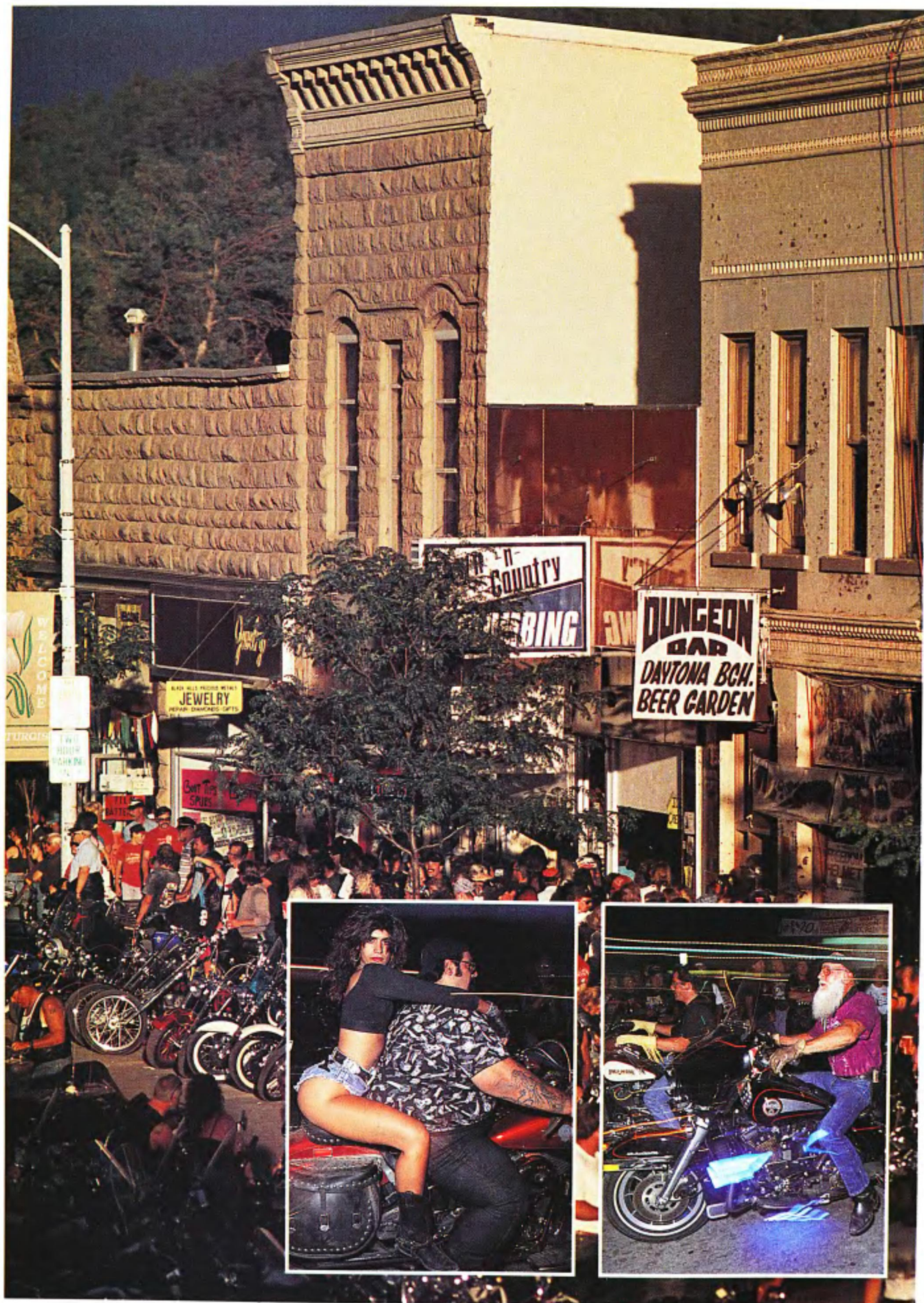
STURO



ALS '93

*More Thrills In The
Black Hills*







The 53rd gathering of iron reassured nearly 200,000 bikers that life is good and V-twins rule. Renamed the Sturgis Rally and Races, this year's event started on dates that appeared to be outta line with previous years. But since the rally always ends on the second weekend in August, the timing was actually right in sync.

Main Street was swelling with bikes by Saturday. Campsites, hotels, and front yards were equally occupied, from Deadwood to Spearfish to Rapid City. Fortunately, 37,500 cases of beer found their way to the Biker Nation. Whaddya suppose the 8,000 Catholic teenagers who gathered in Spearfish on their way to see the

The weather was mighty fickle, with much more rain and cooler temps than usual. The trade-off was greener scenery—perfect for those long, lazy putts

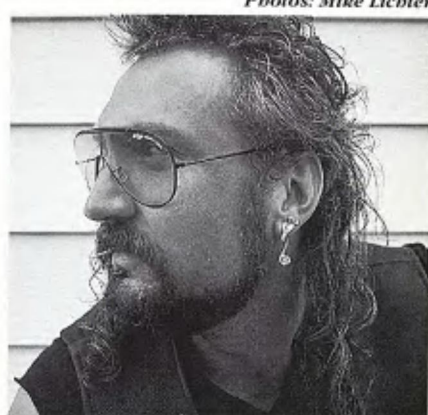
Pope in Denver thought of our mass and holy water?

The Buffalo Chip Campground got its holy water license back, and the taps were flowing. Head East, Spirit, Foghat, Molly Hatchet, Jim Dandy, and Delbert McClinton were headliners this year, rockin' the place to its boots.

The weather was mighty fickle, with much more rain and cooler temps than usual. The trade-off was greener scenery—perfect for those long, lazy putts. With the speed limit on I-90 dropped to 55 mph, you had more time to enjoy it. Boulder Canyon's limit was lowered as well—45 mph was the max there. Hail on Wednesday grabbed our →



Photos: Mike Lichter



attention, and lightning tagged two bros. The ambulance that picked up one guy got stuck in the mud on the way out, and it took 15 real men to shake 'em loose. Helluva vacation!

Willie G., Ray Price, Ernie Beckman, and Mary Cutright were inducted into the National Motorcycle Museum Hall of Fame. Celebrities on hand included U.S. Senator Ben Nighthorse Campbell, Peter Fonda, Arlen Ness, and Hoyt Axton. Hoyt was also in town to perform at the Bentshoe Ranch, and he told me about his "Best Of" album coming out soon. You youngsters, go rent the movie *Easy Rider*, even you oldsters might be surprised to know that Hoyt wrote "The Pusher." He's



been in your cars for years, and ya might not of known it.

I met with the Vietnam Veterans Motorcycle Club, including two Australian members on their first U.S. visit. Swiftboat allowed an interview for our video crew, a real privilege. Thanks go out to him, Kermit, Duke, Mario, Butcher and Zoomer. Gentlemen, your POW/MIA cause is not forgotten.

The Hamsters collected their furry selves in Spearfish Park again, and they met The Law on the way back to Sturgis. Police Chief Jim Bush approved a police escort for the pack, right smack dab through Main Street and on to Sturgis Community Center. So, you guys gonna send him

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a T-shirt and some sneakers?

The Community Center was also home to the Motorcycle Expo, with vendors hawking everything from superchargers to bike art. Other curiosities around town included Ron Simms' 35-foot limo entourage, the bikini-clad innertube girl at the Buffalo Saloon, the private helicopter and \$450,000-apiece tour bus group out at Glencoe, and a guy advertising as a biker chiropractor. Now who ever heard of a biker getting bent out of shape?

South Dakota's Walter D. Miller led the Second Annual Governor's Tour, dedicated to the late Governor George Mickelson, who died in a plane crash last April.

ABATE sponsored a Poker Run for Easter Seals, and several tour rides were offered for folks wanting a good taste of the Badlands. Harley offered demo rides at the Super 8 Motel, and man, that Ultra Classic sure felt nice. Shame I had to give it back.

A final pass at Main Street: Captain Neon's glow-in-the-dark uniform and ride, the red/white-white/red his-and-hers flame bikes, Amanda from Riverside, four years old and riding hard with the smallest kidney belt in Sturgis, and Meade County State Attorney Mike Jackley saying that Band-Aids were okay for women with those missing tan lines!



But I also gotta mention: Kess from Holland, the only guy in Sturgis wearing monster red and yellow flame clogs, "Don't sweat the petty things, pet the sweaty things" T-shirts, salesman Ken and his KMED Fly-A-Later (a plastic "gun" that smacks two swatters together), level-headed patchholders and prospects, Birdman's road-kill cuisine stories, and Angel's Aphrodisiac.

Words don't say enough, but we should all say thanks to the people of Sturgis No. 53 for lettin' us party in their back yard. And hey, keep thinking about numbers 54, 55, and 56. It's gonna get bigger and badder every year. —Drummer



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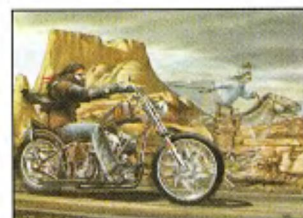
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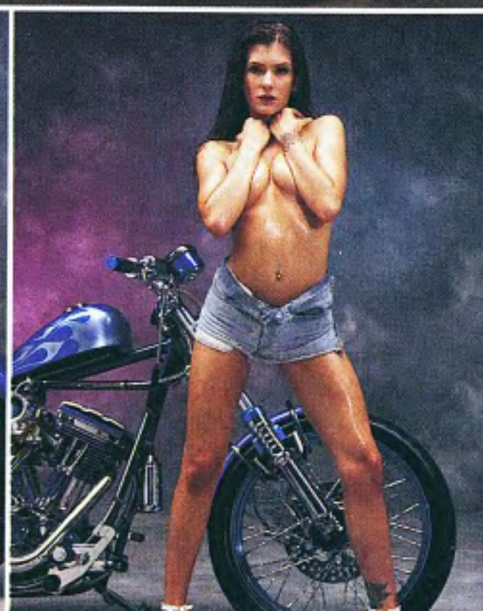
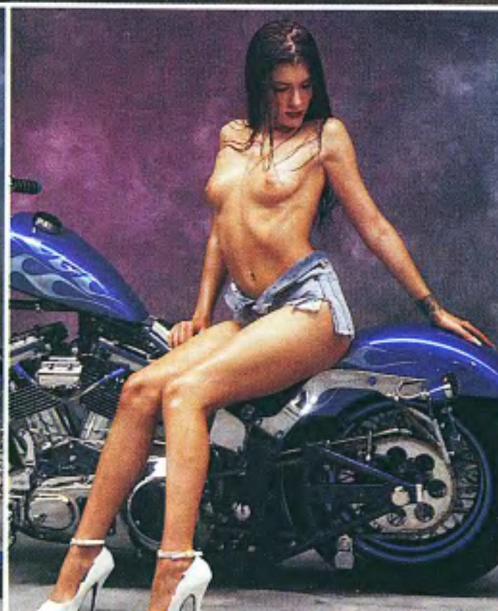
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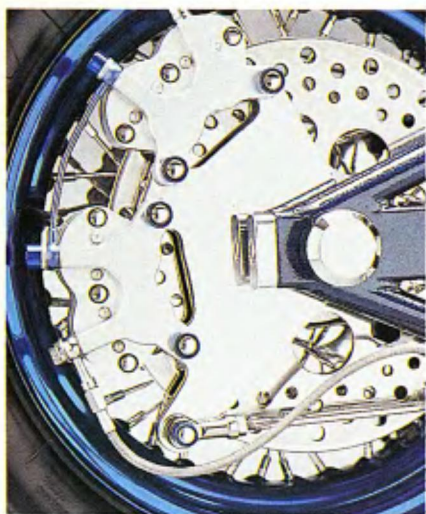


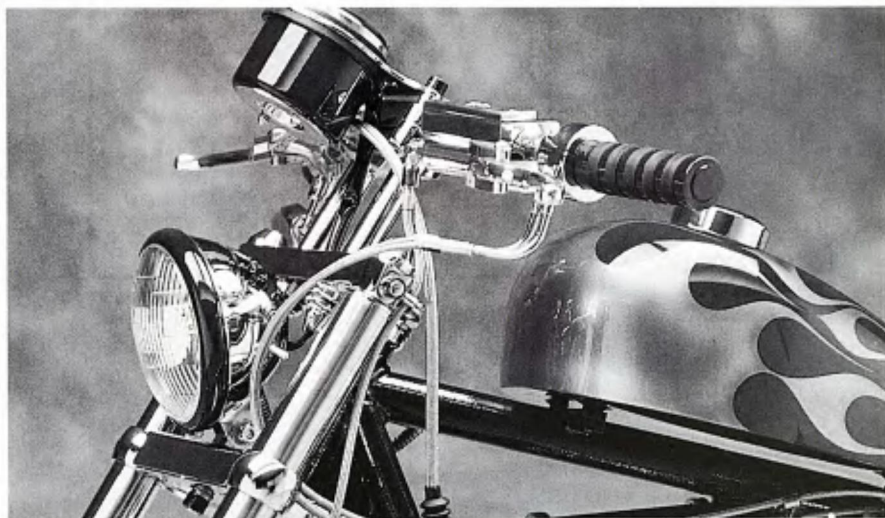
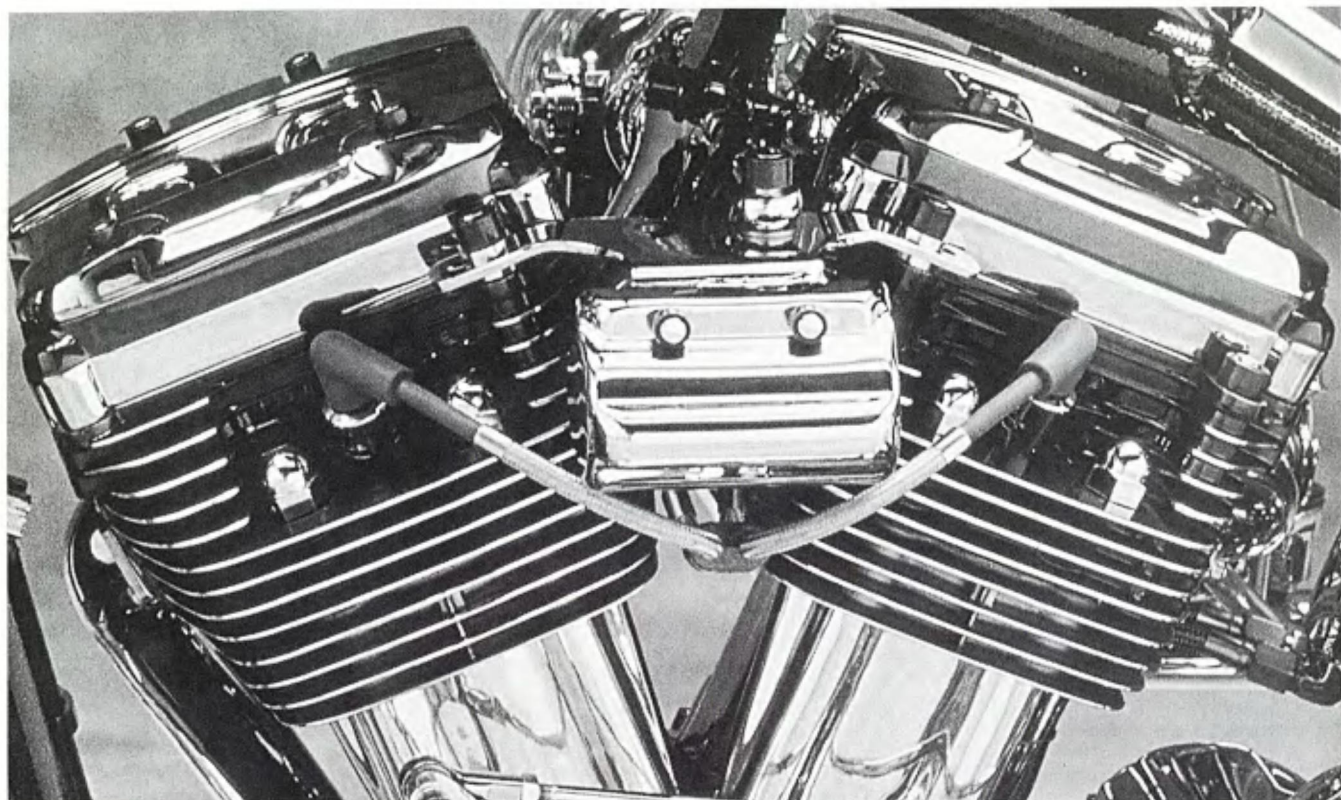




THIRD PLACE WINNER

Easyriders Bike & Tattoo Show Tour
 Middletown, New York, April 16-18, 1993
 Owner is eligible to compete in the \$35,000
 Invitational Show, Columbus, Ohio, Feb. 1994





I was just sittin' there in my jeans, T-shirt, and flak jacket, mindin' my own business over a cup of hot black outside the local convenience store. Last night didn't pan out in the sleep department—or any other department—but, I figured, what the hell, I'll just double my mornin' dose of Jiffi-Mart mud.

So there I was, gulpin' down the last of what tasted like battery acid when some dude walks by and tosses a crumpled single by my boot. As I'm gettin' ready to go drop him for the insult, an older-than-the-hills lady chucks me a fin. Then, just when I start explainin' that I'm not

unemployed, and that I don't want their money, this Beamer-drivin' blonde shoves a 20 damn near down my crotch and says, "Use it wisely."

After returning the money, except to the chick who handed me the 20—since she said to use it wisely—I got to figurin' how I could tie my strange morning in with the bike feature I was s'posed to be workin' on. Then, Mike Grega came along. When I heard that instead of givin' away spare coin, this bro was actually thinkin' about giving away a spare bike, I decided that was all the tie-in I needed. Yeah, at first I was thinkin' the same thing: So what if this →



guy's a couple of bricks short, just fork over my free scoot, bro.

Turns out Mike had scrapped the idea of givin' away a promotional putt for his shop POOR WHITE BOYZ. Instead, he decided to keep his business lean and mean, buildin' no more than a couple of custom rides a year so that each one gets the attention it deserves. Makes sense. Custom bikes had been a part of his life ever since he could remember.

In the '60s, when Bridgeport, Connecticut, was ablaze with radical, fire-breathin', bullet-spittin' bikes, Mike's old man and his hard-ridin' uncles were at the head of the

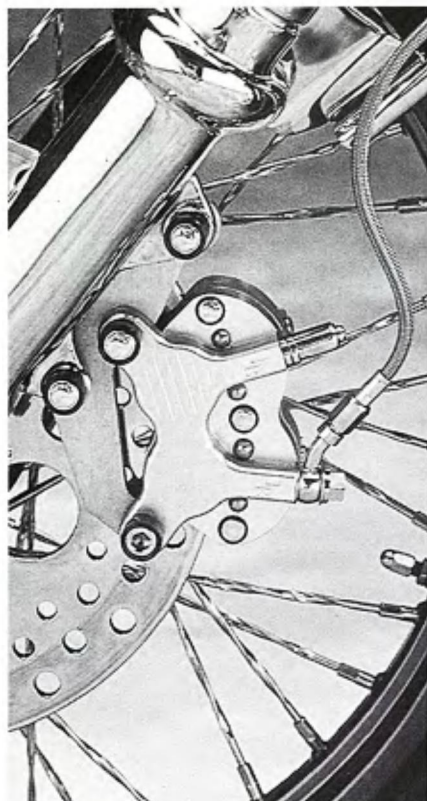
pack. It wasn't till the late '70s that Mike figured the time had come to build some street iron of his own.

His career began over a decade ago, with just a two-week paycheck from a welding job, a basket or two, a few metal scraps, and some trusty tools. He worked at a machine shop by day, cashed in his check for parts every two weeks, and built bikes by night and on weekends. With tons of machining and wrenching experience under his belt, he went on to graduate from the AMI in Daytona and earn a name for himself as a top bike builder.

Mike Grega's basic philosophy

of bike buiding is just that—basic. He likes to keep everything as simple and functional as possible, so you don't have a buncha unnecessary bolt-ons hanging from your scoot. And when it comes to Mike's hand-fabbed innovations, even Arlen Ness turned his head when he stopped to check out this show scoot's hand-made mirror with the three counter-sunk holes. "Hmm . . . not bad."

For this scoot, he wanted an FXR's rubbermounted drive train in a Softail chassis, for the best of both vibration-free worlds. He made his own intake manifolds for the dual front heads, lowered the bike for

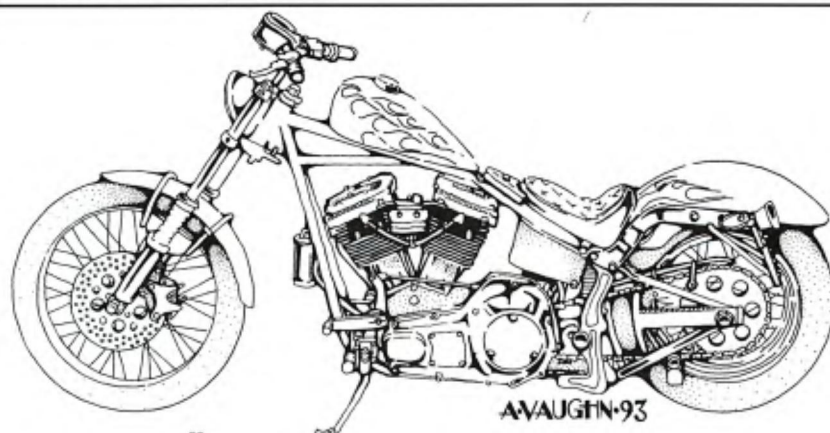


comfort, and handmade a front stabilizer to help keep it on the road. After using a chunk of a flat rigid fender to hide his electrics, he concealed his starter button and key switch. Mike also handmade his struts, chainguard, and taillight holder out of stainless—simple and clean.

There's no doubt that Mike's original hand-forged innovations led to his taking third at the *Easyriders* Middletown, New York, Bike Show. And when Mike saw the tantalizing Tracy wrap her legs around his own custom iron, he had to agree with Arlen, "Hmm . . . not bad."

—Clay Dog

Owner(s): Mike Grega		City: Milford, Connecticut	
General		Frame	
Fabrication by: owner		Year: '93	
Year and make: 1993 H-D		Builder: Sumax/Tripoli	
Model: FXRST		Type:FXRST	
Value: \$30,000 (for sale)		Rake: none	
Assembly: owner		Stretch: 3 inches	
Time: seven months		Other alterations: plumbed for hidden electrics	
Chroming: Brown's		Accessories	
Engine		Bars: H-D	
Year: 1993		Risers: H-D	
Model: Evolution		Fender(s): handmade	
Rebuilder: owner		Headlight: Bates	
Ignition: points		Taillight: handmade	
Displacement: 80 cubic inches		Speedo: H-D	
Lower end: H-D		Front pegs: JayBrake	
Balancing: Beacon Falls Mach.		Rear pegs: JayBrake	
Pistons: H-D		Electrics: in frame	
Cases: STD		Gas tank: handmade	
Heads: H-D, Beacon Falls Mach.		Oil tank: Sumax/Tripoli	
Cams: Andrews		Oil system: wet	
Lifters: H-D		Primary cover: H-D	
Carb(s): S&S "E" models		Seat: handmade	
Air cleaner: stacks		Sissybar: nope	
Pipes: drag		Height: n/a	
Mufflers: none		Material: n/a	
Transmission		Forks	
Year: '93		Type: wide glide	
Modifications: back cut		Extension: 2 inches	
Shifting: foot		Builder: H-D	
Engine sprocket: 24-tooth		Special features: clean sliders	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 47-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Val Bianco (Flame Shop)		Hub: H-D	Hub: H-D
Painter: Val Bianco		Rim width: 3-inch	Rim width: 4-inch
Color: candy blue/silver		Tire: Avon	Tire: Avon
Type: House of Kolor		Brake: JayBrake	Brake: JayBrake
Special paint: Imron clear			
Other special modifications: Special thanks to Innovative Welding, Beacon Falls Mach., Val and Charlie White, the Sumax gang, Loneriders Custom, And POOR WHITE BOYZ "Uncle Al" and Pete "Re-Pete."			
Photos: Steve Coonan			



WHAT'S HAPPENIN'

Here's Your Guide To What's Happenin' In Your Area In November, December, January

To have your events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. Send your information to: **What's Happenin', Box 3000, Agoura Hills, CA 91376-3000.**

Alabama

J.R.'S HARLEY CLASSIC—December 11 in Greenville. Info: (205) 335-5754 or (205) 382-2547

Arizona

SUN RIDERS' 12TH MOTORCYCLE TOY PARADE—December 12 in Tucson. Info: (602) 747-3573

Arkansas

ABATE 8 TOY AND COAT RUN—December 4. Gathering from 10 a.m.-noon in parking lot across from Wagon Wheel, Hwy 23, Eureka Springs.

California

LOVE RIDE 10—November 7. Fundraiser for MDA. Starts at H-D of Glendale. Concert & BBQ to follow at Lake Castaic. Info: (818) 986-1793

MOTORCYCLE AWARENESS DAY—November 14, 10-4 p.m., Hansen Dam in Sepulveda. Food, games, music, swap meet, seminars. Info: (818) 793-8473

ABATE OF FRESNO TURKEY RUN—November 20. Info: (209) 299-7333 or (209) 875-1138

2ND ANNUAL "BIKERS FOR OUR YOUTH" TOY RUN—November 27. ABATE #36 in Palm Springs. Info: (619) 323-9860

MOTORCYCLE SWAP MEET—December 3. Orange County Fairgrounds, Costa Mesa. (714) 364-0515

CONCERNED MOTORCYCLISTS OF KERN COUNTY TOY RUN—December 12. Cost of the run is one toy and a nonperishable food item. Info: (805) 835-1927 or (805) 834-8677

FRESNO TOY RUN—December 12. Info: (209) 299-7333 or (209) 875-1138

Florida

CHILI CHALLENGE—November 6-7 in Lakeland. Bike show, games, camping. Info: (813) 858-6249

STATE TOY RUN—December 10-12, hosted by West Coast Chapter ABATE. Info: (813) 665-7222

Georgia

ABATE OF GEORGIA BIKE SHOW AND SWAP—November 7. Lakewood Fairgrounds, Atlanta. Info: (404) 476-2322

ABATE OF GEORGIA STATE TOY RUN—November 21. Leave at noon from Christian Park to Masquerade. Must bring toy or donation. Info: (404) 476-2322

Illinois

MOTORCYCLE PARTS EXTRAVAGANZA—November 7. International Amphitheatre, 43rd St. and Halsted St., Chicago. 10-4 Info: J&P Promotions (319) 462-6011

BROTHERS RISING MC'S 16TH ANNUAL TOYS FOR TOTS PARTY—December 4. Free beer, prizes, live music. Donation: one new toy (\$10 value). Info: VFW Hall, 124 S. Utica, Waukegan, Illinois.

8TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—January 23. Belle-Clair County Fairgrounds, Rte 13 and 159, just off Rte. 15, Belleville. 10-4 p.m. Info: (319) 462-6011

Iowa

14TH ANNUAL M/C PARTS EXTRAVAGANZA—January 16. Downtown River Center, 136 E 3rd St., Davenport, IA. 10-4 p.m. Info: (319) 462-6011

Maryland

MARYLAND MOTORCYCLISTS VETERANS DAY RUN—November 7 in Baltimore. Assemble at 10 a.m. at three starting points: Big Falls, Fifteen Mile House, or Daniel's Bar. Sponsored by MD Metro ABATE, Lynx MC, and MMTR, Inc. Info: (410) 574-5340 (Lee).

Minnesota

6TH ANNUAL M/C PARTS EXTRAVAGANZA—November 21, 10 a.m. - 4 p.m., St. Paul Civic Center, Roy Wilkins Auditorium. 1-94, Marion or 5th St. exit. Info: (319) 462-6011

North Carolina

FALL BIKE SHOW AND SWAP MEET—November 13-14. CBA Charlotte Chapter. Metrolina Expo, Charlotte. Info: (704) 399-3990 or (704) 455-6245

CBA'S 7TH ANNUAL TOY RUN—December 5, to the N.C. Baptist Children's Home, Randolph County. Meet at the Randolph Mall in Asheboro, at noon. Info: Buddy Grainger (919) 629-3895 or Wayne Jones (919) 697-9387

Ohio

6TH ANNUAL M/C PARTS EXTRAVAGANZA—January 16. Toledo Sports Arena, #1 Main St., downtown Toledo. 10 a.m. - 4 p.m. Info: (319) 462-6011

Texas

HILL COUNTRY ABATE BIKE SHOW—November 13. Mansfield Park, Bandera. Info: (210) 896-8645 or (210) 995-3025

ABATE AND MOM'S ANNUAL CHRISTMAS RUN—December 4. Meet at Mom's at 11 a.m. to ride to Truman's Children Center for the Handicapped. Stop by Mom's, 819 Ryder Rd., Longview, and pick up a star from the NEED tree or bring a stuffed animal. Four canned goods entitles you to munch out and party at Mom's following run events. Info: Bill (903) 758-9066 or Marty (903) 643-2806

14TH ANNUAL TOY RUN—December 5. Meet at S&S Cycle, Amarillo, 1 p.m. Beer, food, and door prizes. Info: (806) 374-8760

6TH ANNUAL WINTER EXPO, SHOW AND SWAP—January 2 at Arlington Convention Center. Vendor set-up: 8 a.m. Spaces: \$10. Doors open: 10 a.m. - 5 p.m. Adults \$6, Children under 12 are free. Info: Bob Bagwell (214) 216 5520

MOTORCYCLE PARTS EXTRAVAGANZA AND SUPER SERIES BIKE SHOW—January 23. Astroarena Complex, 8400 Kirby Dr., Houston. Hours: 10 a.m. to 5 p.m. Info: (319) 462-6011

Virginia

ABATE OF VIRGINIA REGION 1 TOY RUN—November 14. Sponsored by Mason-Dixon Chapter. Info: (703) 218-7878

B&R PRODUCTIONS 1993 WINTER SHOW AND SWAP MEET—December 10-12. Richmond State Fairgrounds. Plus giant used parts and bike auction. All inside. Info: (703) 775-5800

ABATE OF VIRGINIA REGION 1 CHRISTMAS PARTY—December 18. Sponsored by Mason-Dixon Chapter. Info: (703) 218-7878

Wisconsin

SHADES OF BLUE—COLOR IN MOTION TATTOO CONVENTION AND BIKE SHOW—January 29-30. La Crosse Center, La Crosse. Info: Baromar, Inc., Ron Schlicht, W5585 CTH. MM #303, La Crosse, WI 54601, (608) 857-3100

All-Harley Drag Racing

For complete drag racing event information see *Biker* magazine.

AMRA: (708) 250-0838

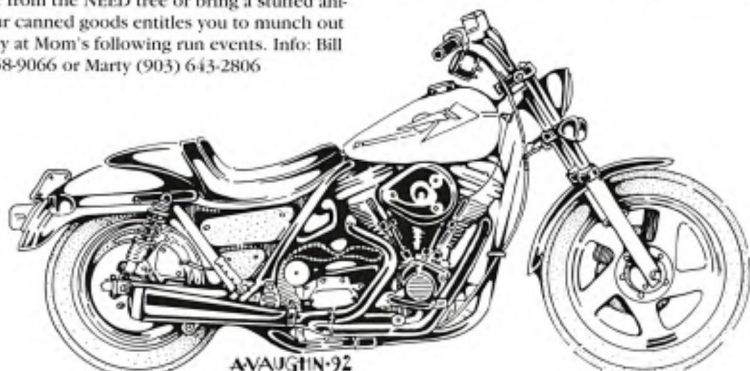
ECRA: (609) 652-1159

AHDRA: (919) 229-4877

Easyriders Events:

Ohio

EASYRIDERS 6TH ANNUAL INVITATIONAL BIKE AND TATTOO SHOW—February 18-20 at the Veterans Memorial Hall in Columbus. Live bands, the world's finest custom motorcycles, tattoo show, fashion show, vendors, food, beer, and much more. Info: (818) 889-8740, ext. 281.





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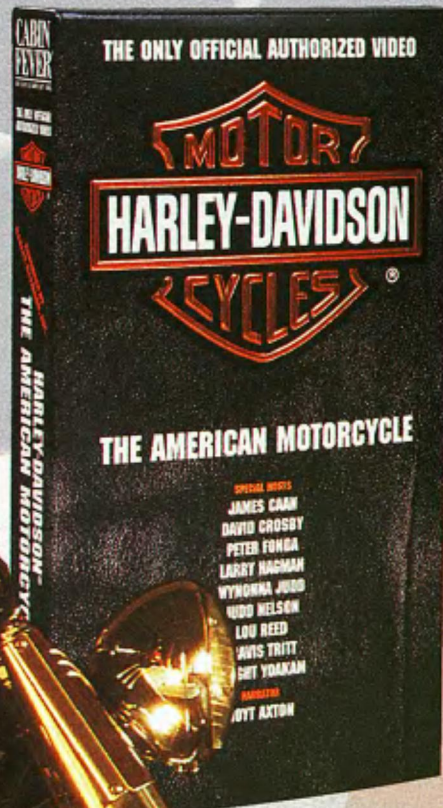
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THIRTY YEARS IN THE SADDLE



And Barry's Still A Wildman To The Bone



It was the 1990 Redwood Run. Twenty-three of us had spent the day bar-hopping and taking in the splendor of the massive redwood forest. Twenty miles of twisting, switchback roads winding through one of the densest forests in the Western Hemisphere separated us from the Pacific Ocean.

As we ventured deeper into the woods, riders began to fall away, some heading back toward Garberville for an evening of partying in the comfort of the town's hotels and campsites. But a few of us pushed on, moving faster, our pipes scraping against the corners as the pace intensified.

Barry, one of this ride's last hold-outs, was no stranger to Northern California, having moved from San Diego to Oregon to open up a shop. In the mid-'70s, the bikes he created achieved fame in the pages of





Easyriders. He had style. In the late '70s, Barry built a wild chrome and gold chopper showing the influence of his good friend, Arlen Ness.

But back to our redwood ride. Barry rode on with the few of us who hadn't turned back. The heat of the day gave way to the cool of thick shadows beneath the enormous redwoods. By the time we reached the highway at the other side of the forest, only three of us remained: me, on my highbar FXR, Jim, on his radical FXR, and Barry, on his lowered custom Fat Boy with rims painted to match the bike's bright red paint job.

At the intersection of the two highways, we had a decision to make—either keep going and see the coast in half an hour or blast back over the highway, bypassing the woods in order to reach Garberville before dark. None of us



had a jacket, so we opted for a hard run back to town. With the crack of high-performance exhaust systems shattering the grove's silence, we pulled a hard right onto the highway heading south. Each of us was in the mood for speed. The empty highway stretched out before us like a drag strip the day before the season opens.

Flirting with 75 mph in less than two minutes, we scanned the road, as if we would have time to slow down if we spotted a cop. At 85, the mountain walls echoed the thunder of our exhaust, confirming that our engines were loving every revolution. At 95 handling became light and effortless, our wheels skimming lightly over the pavement. It was a perfect moment, the sunlight danced through the trees alongside wide strips of unobstructed highways, and the →

crisp mountain air was like a frosty beer after a hot ride. We flew with the wind.

Now and again, the highway narrowed and we shot through a small town, catching a brief glimpse or flicker, like a vacation slide, rapidly snapping through a projector. Then the highway widened and again our speedometers crept past the century mark. For over an hour, we banked first one way, then another, sometimes splitting up to shoot past a startled motorist. No cops, no stops, and we were less than a 16-year-old from Garberville when we spotted signs warning us to reduce our speed to 45 mph. We slowed to 85.

Jim was behind me and Barry alongside, when we roared up behind the oxidized trunk of a 1965 Ford Fairlane. Barry went right, into the emergency lane, as I pulled to the left. The woman driving the old car looked in her rearview mirror and panicked. She swerved to the right, forcing Barry onto the gravel. She then overreacted as he passed, veering left directly into my path.

My right foot drove the brake pedal toward the asphalt with the force of a jackhammer, locking up my rear wheel as smoke billowed from the tire and the bike slid sideways. Less than a foot from the car, I let off the brake, downshifted into fourth, and hit the gas. The careening bike straightened and flew by the Fairlane like it was a concrete statue.

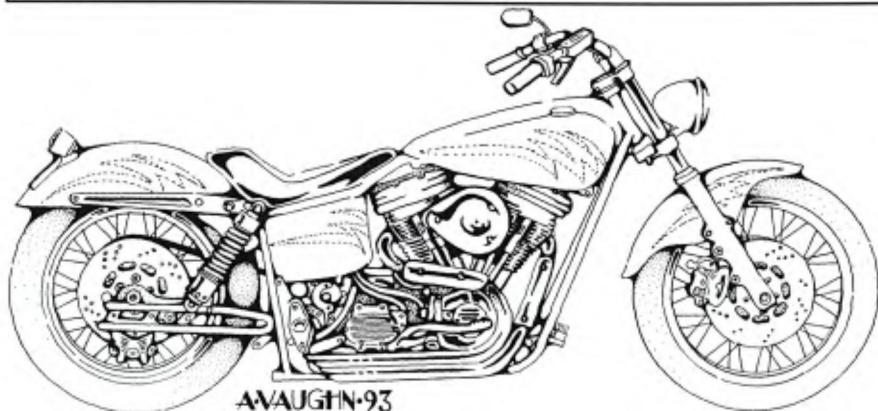
Just another ride with Barry. So here's another one of the wild man's creations. Considering all of the years he's spent in the saddle, you'd think he would have merged with a telephone pole by now. No way—he continues to live dangerously. But just recently, he almost cut his foot in half while unloading a chunk of glass from his pickup. Life's just a roll of the dice, I suppose.

Get well soon, brother.

—Bandit

P.S. This bike now belongs to Mike Brown, Barry's acclaimed brother Hamster—if a Hamster can be acclaimed, that is.

Owner(s): Barry Cooney		City: San Diego, California	
General		Frame	
Fabrication by: Arlen Ness, owner		Year: new	
Year and make: 1987 H-D		Builder: Arlen Ness	
Model: FXR		Type: rubbermount	
Value: \$27,500		Rake: 38 degrees	
Assembly by: owner, Woody		Stretch: 3-inch	
Time: six months		Other alterations: chrome-moly	
Chroming by: High Lustre		Accessories	
Engine		Bars: flat track	
Year: 1987		Risers: Ness Tech	
Model: Evo		Fender(s): Ness	
Rebuilder: none		Headlight: Gary Bang	
Ignition: Crane		Taillight: Gary Bang	
Displacement: 89 cubic inches		Speedo: who cares?	
Lower end: S&S		Front pegs: Hawg Nutz	
Balancing: S&S		Rear pegs: none	
Pistons: S&S		Electrics: Accel	
Cases: polished H-D		Gas tank: Kennedys	
Heads: Ness		Oil tank: Ness	
Cam: Crane		Oil system: stock	
Lifters: hydraulic		Primary cover: stock	
Carb(s): S&S		Seat: Jon Cumpton	
Air cleaner: S&S		Sissybar: none	
Pipes: Waggaman		Height: n/a	
Muffler(s): what?!		Material: n/a	
Transmission		Forks	
Modifications: none		Type: narrow glide	
Year: '87		Extension: 2 inches under	
Shifting: usually		builder: Ness	
Engine sprocket: stock		Special features: billet trees	
Trans sprocket: stock		Wheels	
Wheel sprocket: 49-tooth		Front	Rear
Painting		Size: 19-inch	Size: 18-inch
Molding: none		Hub: H-D	Hub: H-D
Painter: Jeff McCann		Rim width: 3.25-inch	Rim width: 5-inch
Color: Ferrari red		Tire: Metzeler	Tire: Metzeler
Type: lacquer		Brake: JayBrake	Brake: JayBrake
Special paint: neon orange, blue/black			
Other special modifications: Thanks to: Arlen, Mun, Woody, Airstream Studio, and San Diego Heavy Equipment.			
Photos: Raiko Hartman			



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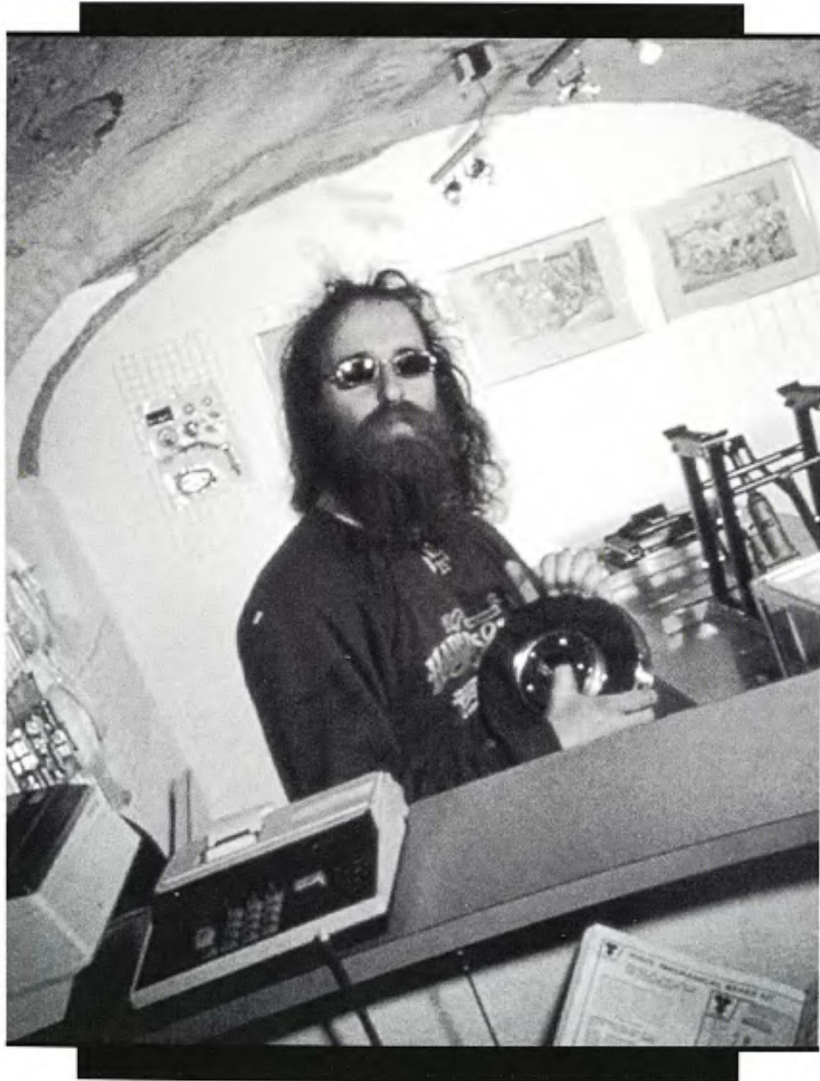
955 SOUTH FIELD, RUSH CITY, MN 55069 USA

HONORING THE LIFESTYLE

In More Ways Than One

Artist Laurent Berthet of Geneva, Switzerland, expresses his passion for motorcycling in many ways. A multi-talented craftsman, his most striking tributes take the form of colorful paintings, works which depict real life scenarios in such vivid detail that you feel as if you could just walk into the picture and feel right at home. The biker scenes Laurent ushers into being, with bold crayon or patches of watercolors, vibrate with the energy of engines roaring, women swaying, and bros bonding. His art brings back the freedom-loving days of the '60s and the '70s and stirs up feelings about life on the edge.

Laurent was bitten by the Harley bug early in life. At the age of 10 he saw an old FLH 74, standing gallantly in its chromed armor, in front of a building near his school. Every day, he would rush by the building to catch a glimpse of the gleaming bike. Then one day, it



was gone forever. To revive the vision of the beautiful machine, Laurent began to draw bikes. He hasn't stopped since.

After high school, he went to the School of Decorative Arts in Geneva. For five years, he pushed life to its limits, partying, drawing,

and wrenching to excess. His efforts were not in vain, though. When he came out he had a diploma in his glove and his first custom bike between his legs, a 1948 WL 45 he had spent two years building.

At the age of 20, and more determined than ever, Laurent worked in a factory all summer to save up for an old '73 Electra Glide that was wasting away in his friend's father's garage. After restoring the scooter, he recreated it in drawing form. The real-life scooter and its pen and ink rendition showed off both sides of Laurent's creativity.

Later on, in need of other avenues to explore, he played with heliography

and came up with three new themes: one about Louisiana, a soft one with a biker riding through a woman's face, and a rough one with guys running down the street, smashing people with clubs. The prints met with immediate success and sold out.





SPIDER'S BOOKSHELF

5699 KANAN ROAD #236
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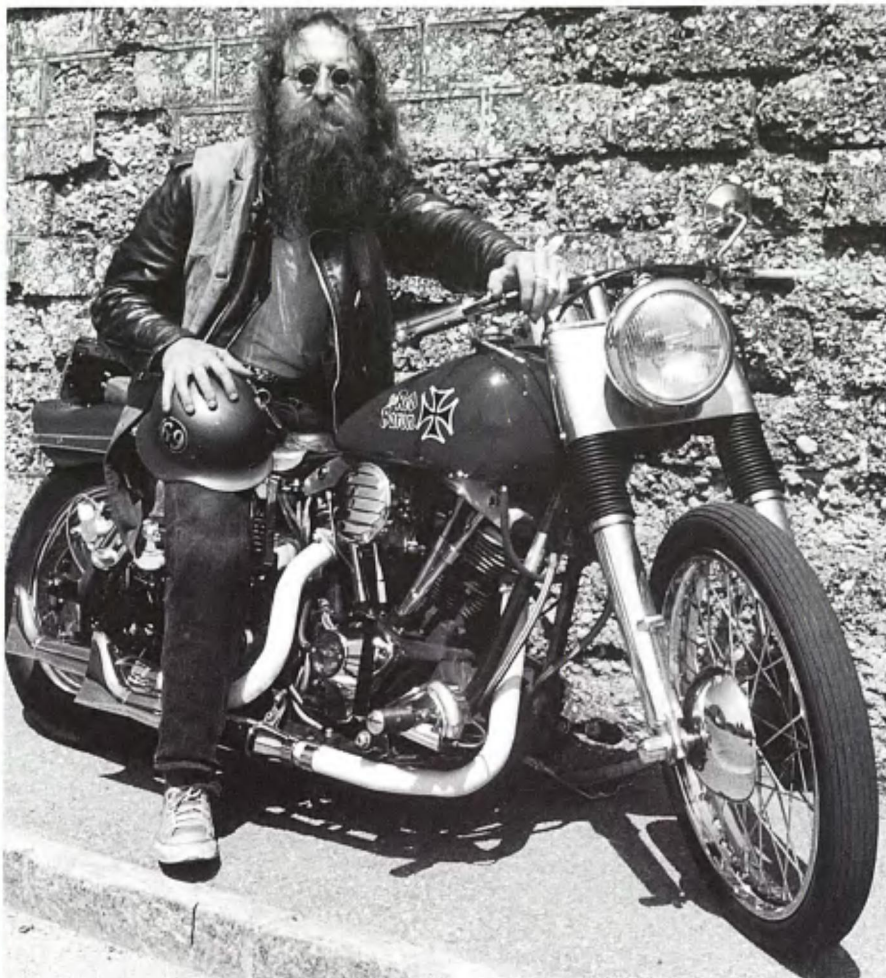
These books make for some interesting and very informative reading.

- #102—How to Disappear Completely and Never Be Found\$12.95
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- #129—Deal The First Deadly Blow\$16.00
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- #132—An Inside Look at Outlaw Motorcycle Gangs\$10.00
- #133—Privacy\$18.95

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Send stamped, self-addressed envelope for brief description of books, complete list, and order form.



Photos: Peter Runnkvist

Galvanized by the success, he carried on and produced a series of Harley prints featuring models from many different years.

Today, Laurent is busier than ever, juggling new ideas for his paintings (his next project is a wall-size piece), doing all his printing himself (he has his own photolitho), and in his spare time (what spare time?) running his newly opened Harley dealership in Geneva (43, rue Ancienne, 1227 Carouge, Tel. 022/301 24 00).

Stocked with parts for all Harley models, his shop has become a hangout for antique freaks, as Laurent restores classic Harleys and Indians to their original splendor.

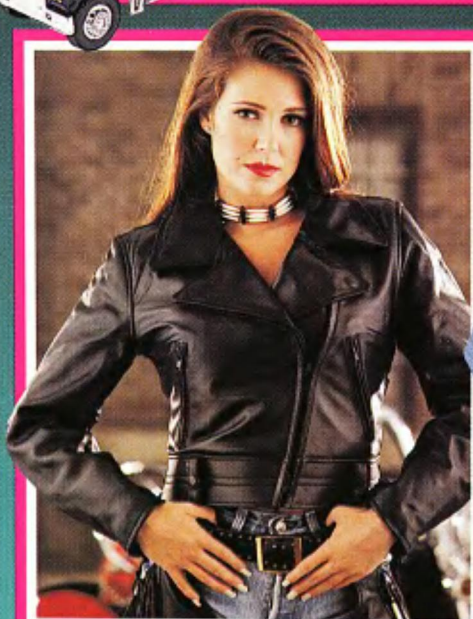
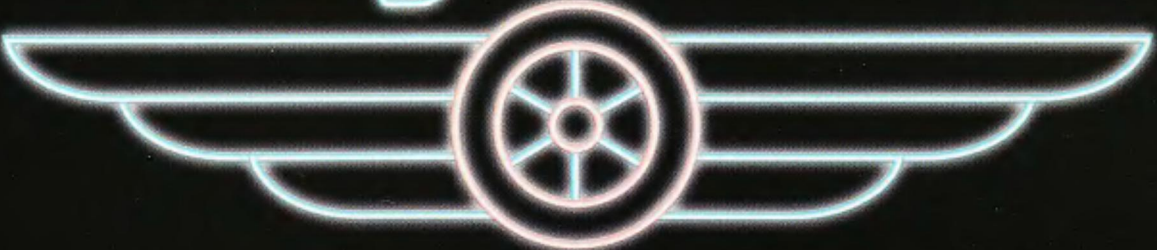


Never tired of new challenges, he's even started to build a Sportster for hillclimbing.

All I can say is that the bike he saw when he was a kid must have been one helluva machine to inspire the man to draw out all his talent and dedicate it to the biker lifestyle.

—Grumpy

Easyriders®



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Easyriders T-Shirts

You can never have too many T-shirts! Great to work, play and ride in, Easyriders and Tattoo T-shirts are printed on high quality 100% cotton Hanes Beefy T's so they keep their shape and hold their color wash after wash.

A. David Mann's Need For Speed

M-XL \$14.95, XXL \$16.95

MD #208076 LG #208077 XL #208078 XXL #208079

B. David Mann's Time Warp

M-XL \$14.95, XXL \$16.95

MD #208072 LG #208073 XL #208074 XXL #208075

C. David Mann's Knight Rider

M-XL \$14.95, XXL \$16.95

MD #208080 LG #208081 XL #208082 XXL #208083

D. David Mann's Ghost Rider

M-XL \$14.95, XXL \$16.95

MD #208068 LG #208069 XL #208070 XXL #208071

E. Bad To The Bone

M-XL \$14.95, XXL \$16.95

MD #208096 LG #208097 XL #208098 XXL #208099

F. Saloon #10 T-Shirt

M-XL \$14.95, XXL \$16.95

MD #208084 LG #208085 XL #208086 XXL #208087

G. Heart With Bike

M-XL \$14.95, XXL \$16.95

MD #208100 LG #208101 XL #208102 XXL #208103

Easyriders Men's Tank Top

Exercise your right to bare arms in a black Night Moves tank top. Cool comfort is yours in a Hanes Beefy T. This design also available in a short-sleeved Hanes Beefy-T!

K. David Mann's Night Moves Tank Top

M-XL \$14.95

MD #208108 LG #208109

XL #208110

L. David Mann's Night Moves T-Shirt

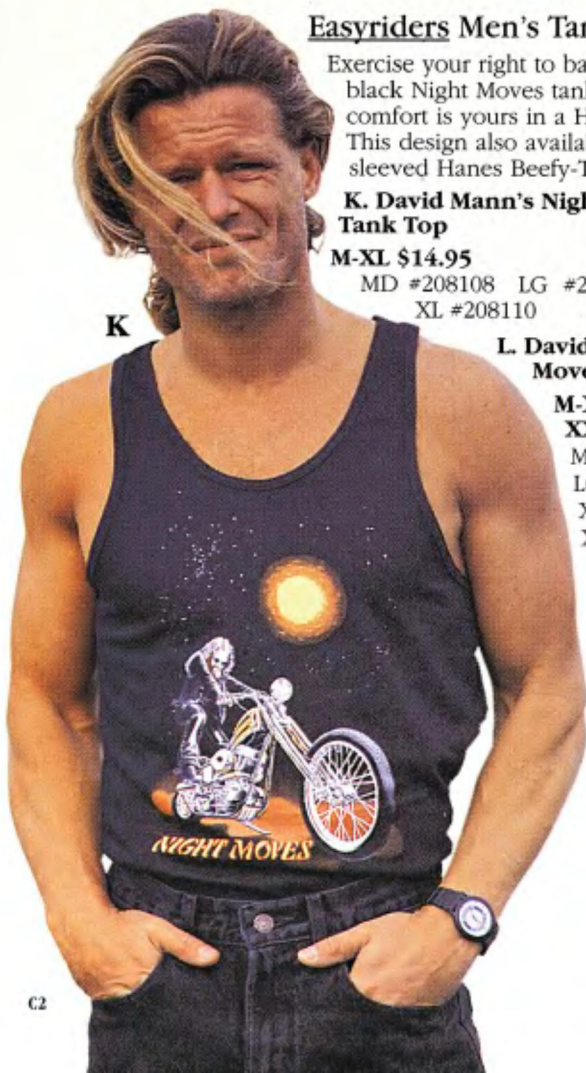
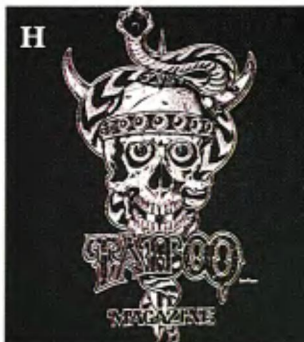
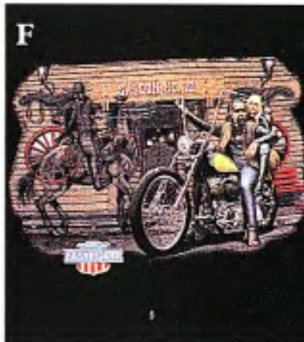
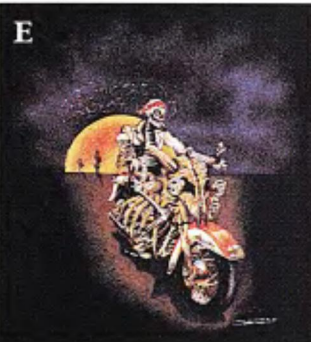
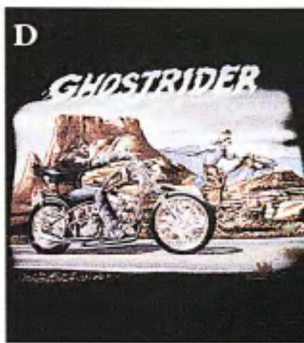
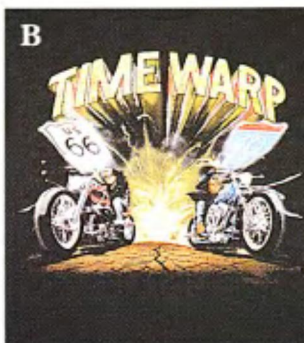
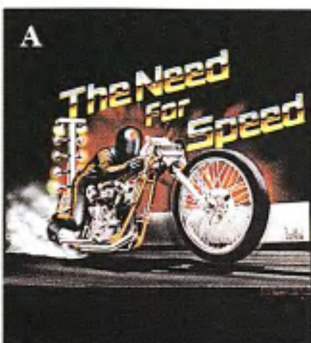
M-XL \$14.95, XXL \$16.95

MD #208052

LG #208053

XL #208054

XXL #208055



Made in the U.S.A.





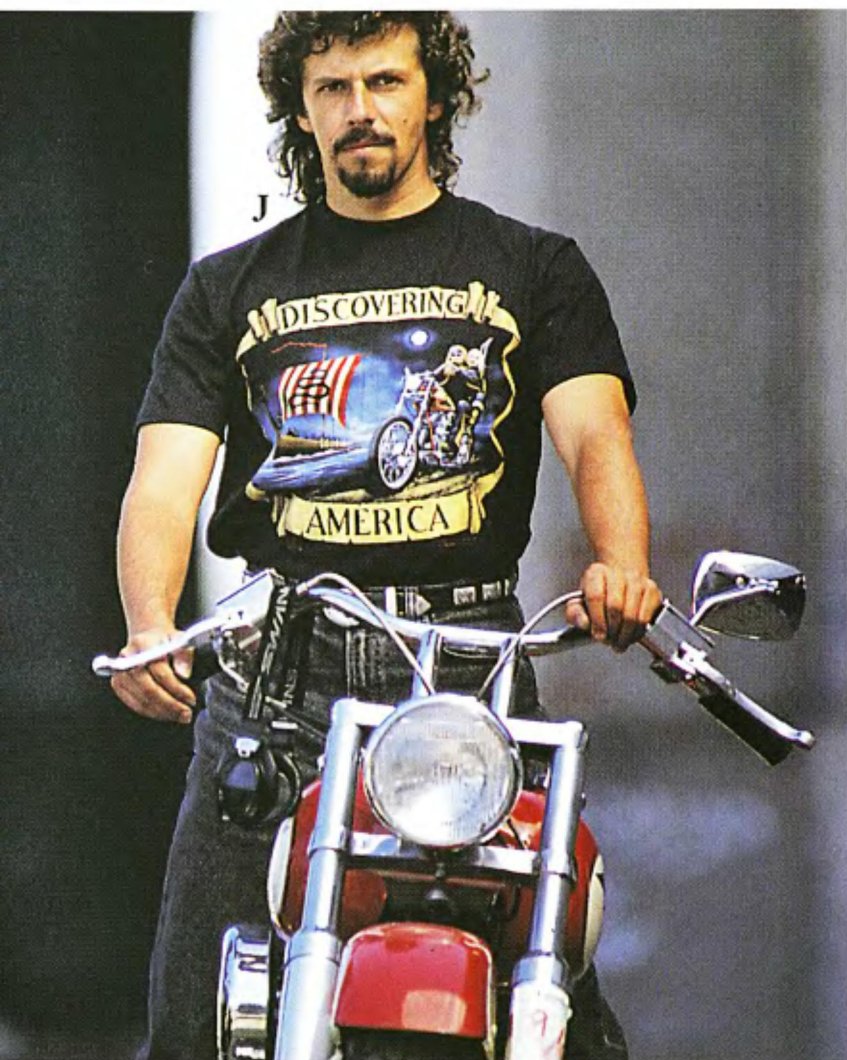
Easyriders Bandana

Multi-purpose bandana with the Easyriders American Shield design.

M. 22" x 22" #801132 \$6.95

Easyriders Chillbuster

Staying warm is a breeze in this nylon wind-breaker with flannel lining. Cuts the cold like nothing you've ever worn! Just slip it on under a sweater or jacket and you'll be insulated from wind, rain and freezing temperatures. Velcro closure is designed for convenience and a perfect fit. Made in the U.S.A. N. **Chillbuster** #700047 \$29.95



H. Skull, Snake & Dagger Tattoo T-Shirt

M-XL \$14.95, XXL \$16.95

MD #208240 LG #208241 XL #208242 XXL #208243

I. Easyriders Skull Logo

M-XL \$14.95, XXL \$16.95

MD #202002 LG #202003 XL #202004 XXL #202005

J. David Mann's Discovering America

M-XL \$14.95, XXL \$16.95

MD #208056 LG #208057 XL #208058 XXL #208059



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Easyriders Henley Shirts

These thick and comfortable long-sleeved shirts are just great for days when a sweater's too warm and a T-shirt's too cold. 100% cotton with three-button closure. Made by Anvil. Black or Natural. **M-XL \$24.95**

A. Natural Henley Shirt

MD #208276 LG #208277 XL #208278

B. Black Henley Shirt

MD #208273 LG #208274 XL #208275

Easyriders Flame Shirts and Suspenders

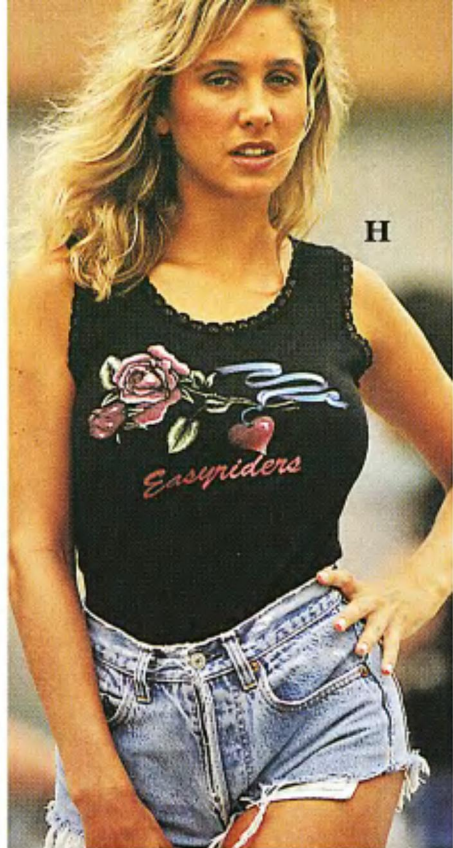
Long-sleeved flame shirts - 100% cotton - or suspenders. Choose eagles or skulls. **C.-D. Shirts M-XL \$29.95, E.-F. Suspenders Reg.-XL \$16.95**

C. Eagle Flame Shirt MD #203030 LG #203031 XL #203032

D. Skull Flame Shirt MD #203039 LG #203040 XL #203041

E. Eagle Suspenders RG #290606 XL #290607

F. Skull Suspenders RG #290608 XL #290609



Women's Easyriders Babydolls

Soft, sexy and super comfortable, Easyriders' babydoll tops are trimmed in lace. 50/50 cotton/poly keeps them from losing shape. **M-XL \$14.95**

G. Easyriders Heart-Wing Babydoll

MD #804241 LG #804242 XL #804243

H. Easyriders Rose-Heart Babydoll

MD #804229 LG #804230 XL #804231

Easyriders Ladies Snap Vest

Our sleeveless snap-down vest is cool, comfortable and great looking. Can be worn alone or as a vest. 50/50 cotton/poly. **M-XL \$19.95**

I. Ladies' Snap Vest

MD #802027 LG #802028 XL #802029

Easyriders Ladies Snap Top

Revealing and appealing, our long-sleeved snap top gets a 10 from the men. A specially designed Easyriders heart logo adds a feminine touch to this flattering top. 50/50 cotton/poly for wash-and-wear ease. **M-XL \$29.95**

J. Ladies' Snap Top

MD #212037 LG #212038 XL #212039



Easyriders Pocket T-Shirts

100% cotton black
Hanes T-shirts with two different pocket insignias.
M-XL \$16.95

K. Eagle with Shield Pocket-T

MD #208104 LG #208105
XL #208106

L. Eagle Flag Pocket-T

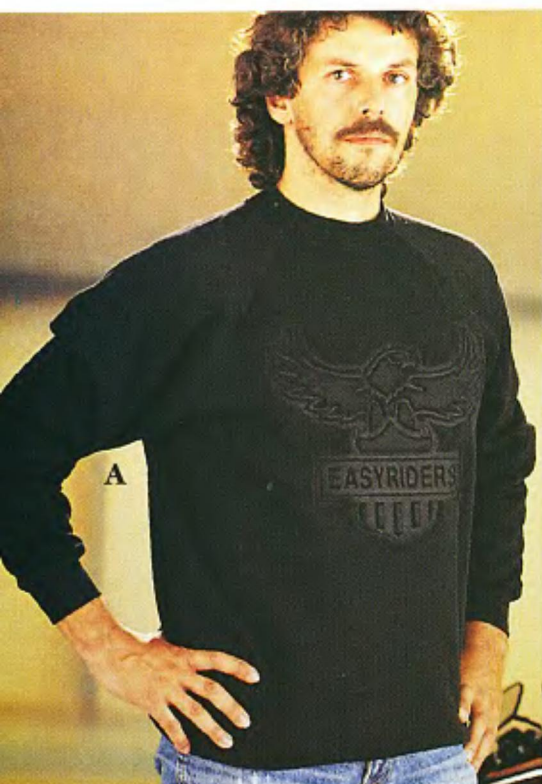
MD #208224
LG #208225
XL #208226



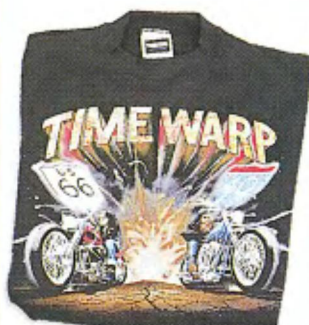
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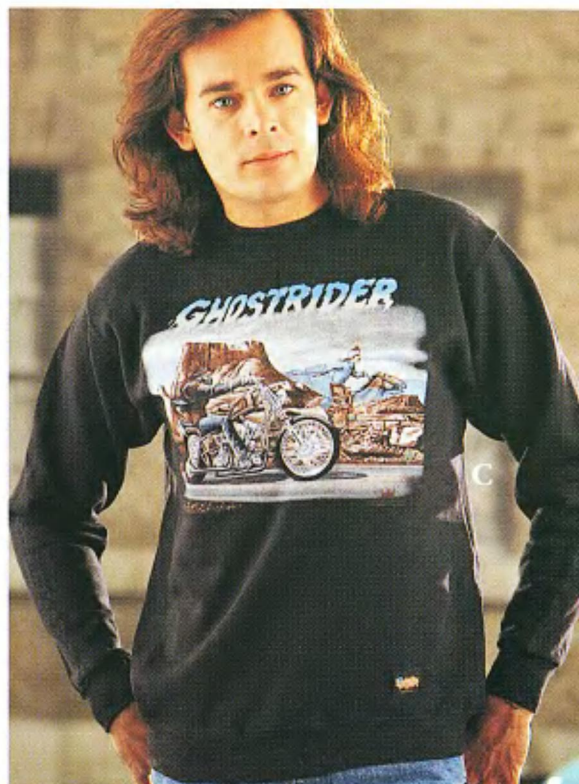
A



B



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C

Sweatshirts

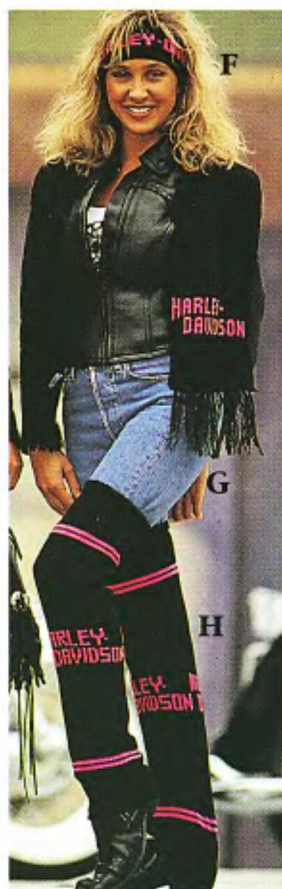
Easyriders Embossed Sweatshirt— This understated embossed design is made in the U.S.A. on a Hanes 50/50 cotton/polyester sweatshirt.

A. Easyriders Sweatshirt M-XL \$29.95
MD #208194 LG #208195 XL #208196

Easyriders Sweatshirts—You'll always have plenty of horsepower when you wear these sweatshirts. Choose from two classic David Mann designs. 50/50 cotton/poly.

B. David Mann's Time Warp Sweatshirt MD-XL \$29.95
MD #208213 LG #208214 XL #208215

C. Ghostrider Sweatshirt MD-XL \$29.95
MD #208197 LG #208198 XL #208199



F

HARLEY-DAVIDSON

G

H



D

H-DKnitwear

D. Scarf, #300120 \$19.95

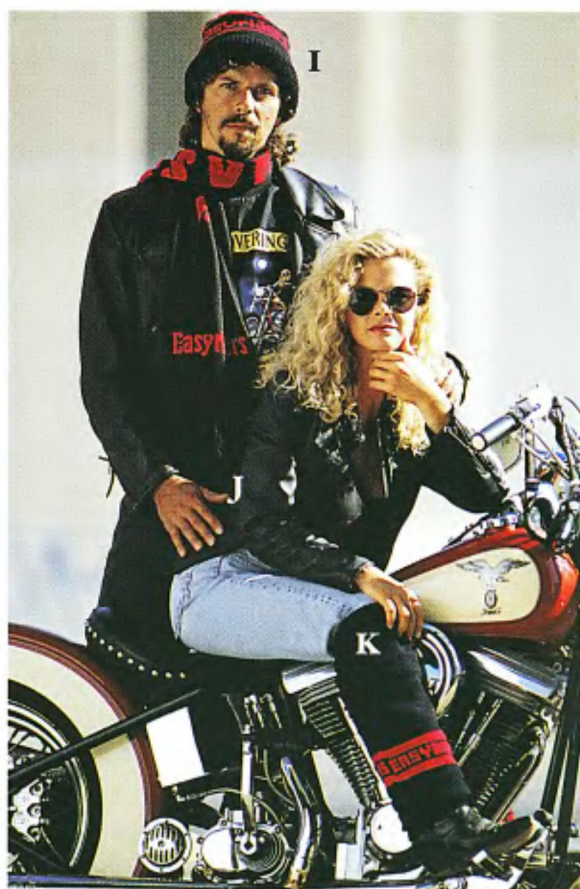
E

E. Headband, #300113 \$9.95

F. Headband, #300116 \$9.95

G. Scarf, #300117 \$19.95

H. Leg Warmers, #300118 \$19.95



I

EASYSIDERS

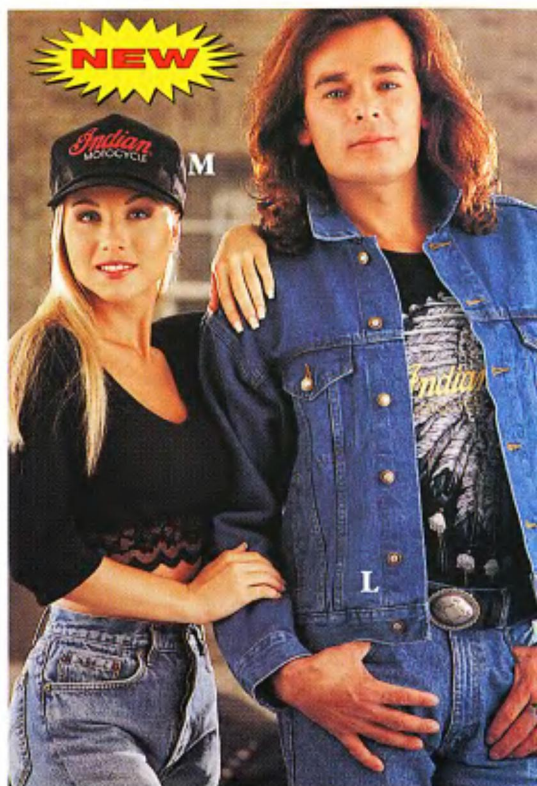
K

Easyriders Knitwear

I. Cap, #300102 \$9.95

J. Scarf, #300101 \$24.95

K. Leg Warmers, #300103 \$14.95



Indian® Motorcycle Collection

The classic denim jacket just got better! The 100% cotton, button-down denim jacket features a red Indian Motorcycle screened on the back for added excitement and style. This will really set you apart from the rest! More Indian accessories include an embroidered baseball cap, credit card chain wallet, keychain, pewter belt buckle, and three colorful T-shirts.

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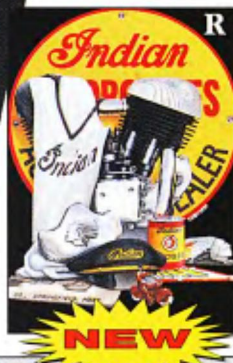
L. Indian Denim Jacket M-XL \$99.00
MD #214198 LG #214199 XL#214200

M. Indian Baseball Cap
One Size, #300222 \$13.95

N. Indian Credit Card Chain Wallet
#216457 \$29.95

O. Indian Keychain
#216458 \$9.95

P. Indian Colored Belt Buckle
#290200 \$24.95



Indian® T-Shirts

Indian T-shirts are printed on high quality 100% cotton Hanes Beefy T's so they keep their shape and hold their color wash after wash.

Q. Indian Headdress

M-XL \$14.95, XXL \$16.95
MD #800724 LG #800725 XL #800726
XXL #800727

R. Indian Collection

M-XL \$14.95, XXL \$16.95
MD #800759 LG #800760 XL #800761
XXL #800762

S. Red Indian Bike on Gray Shirt

M-XL \$14.95, XXL \$16.95
MD #800755 LG #800756 XL #800757
XXL #800758



A



B



D



Belt Buckles

Buckle up with more great designs in natural brass and nickelplate finish.

C. Skull Pile
#290217 \$29.95

D. Brass H-D Wing #290201 \$14.95

Two-Tone Collector's Belt Buckles

Our collector's belt buckles feature two famous David Mann designs that will never go out of style. Unique two-tone look comes from brass and pewter finish. Each buckle carries a message about the art, limited edition number and the Easyriders seal of approval on the back.

A. Ghost rider #290205 \$29.95

B. Rendezvous/Time Warp #290204 \$29.95

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E



F

NEW



G

NEW



H

Easyriders Belts

Choose from a great selection of high quality leather belts with beautiful buckles featuring Easyriders logos and western themes. All men's belts are 1-1/2" wide. Women's are 1" wide with extra length for wrapping. Made of top-quality leather with excellent workmanship and durable metal buckles.

E. Women's Wrap Concho Belt

XS-LG \$44.95 ea.

28 (XS) #290366 32 (SM) #290367 34 (MD) #290368 36 (LG) #290369

F. Easyriders Concho Belt

SM-XL \$44.95 ea.

32 (SM) #290399 36 (MD) #290400 40 (LG) #290401 44 (XL) #290402

G. Easyriders Chain Wing Belt

SM-XL \$19.95 ea.

32 (SM) #290395 36 (MD) #290396 40 (LG) #290397 44 (XL) #290398

H. Easyriders Ghost rider Belt

SM-XL \$24.95 ea.

32 (SM) #290371 36 (MD) #290372 40 (LG) #290373 44 (XL) #290374



H-D Bandanas

Multi-purpose bandanas measure 24" x 24".

I. H-D Black Bandana #801129 \$6.95

J. H-D Red Bandana #801227 \$6.95



I



J



K



L

Easyriders Purses

K. Easyriders Fringe Heart Wing Purse
Our black leather purse is nice and roomy! Bucket-style Bag zips at the top and features long fringe plus the Easyriders metal logo for style.
#216547 \$89.95

L. Easyriders Fringe Concho Purse
The black leather Fringe Concho purse has a western style that looks great with our fringed jacket, chaps or vest (see pages 12-15).
#216536 \$89.95

M. Concho Pouch w/Key Hook
#216509 \$16.95



M



N

Easyriders Leather Back-Pack Purse

This black leather bag was created especially for women who ride. It may be worn as a backpack when you're on the bike (saves storage space) and then easily transformed into a purse when you arrive at your destination. Easyriders heart & fringe concho on front flap; adjustable clip-on strap and carrying handle; roomy interior; inner stash pocket and large outside pocket on the back. Secure zipper closures.

N. #216544
\$99.00



Easyriders Wallets & Keychains

O. Engine Wallet,
#216524 \$29.95

P. H-D Kid's Chain Wallet,
#216532 \$19.95

Q. Easyriders Trifold Wallet,
#216455 \$14.95

**R. Easyriders Credit Chain
Wallet, #216456 \$14.95**

S. Easyriders Keychain
#216454 \$5.95

**T. Easyriders Eagle/Flag Trifold
Wallet, #216513 \$29.95**

U. Easyriders Fringed Keychain,
#216453 \$5.95

V. Easyriders Trifold Wallet w/Inlay,
#700022 \$24.95



N



Easyriders Denim Shirt

This all denim stone-washed workhorse looks great, feels great, and is built to last. Plenty of room in the shoulders, with sleeve lengths to match your riding style. Embroidered Easyriders logo. Made in the U.S.A.

A. Easyriders Denim Shirt \$49.95

SM	#208268	XL	#208271
MD	#208269	XXL	#208272
LG	#208270		



B



C

H-D Bandanas

Multi-purpose bandanas measure 22" x 22".

B. H-D Eagle Bandana, #801229

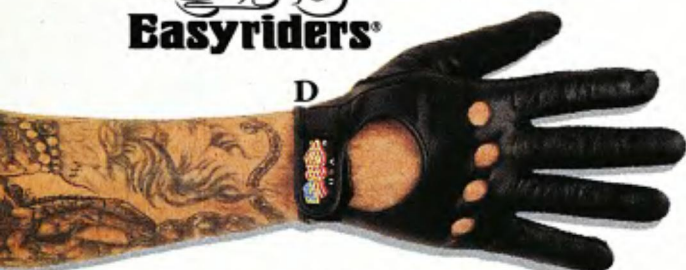
\$6.95

C. H-D Roses Bandana, #801225 \$6.95

A



D



Summer Leather Gloves

Made from soft yet durable leather, these cool Easyriders gloves have an open back, knuckleholes, ventilated fingers and a Velcro closure.

D. Summer Gloves SM-XL \$24.95

SM	#214600	MD	#214601
LG	#214602	XL	#214603

Gauntlet Leather Gloves

Insulated with Thinsulate, these gloves have a hidden rain cover to keep your hands warm and dry. Made of heavy, supple cowhide. Velcro closure.

E. Gauntlet Gloves SM-XL \$54.95

SM	#214605	MD	#214606
LG	#214607	XL	#214608



E

F



Short-Fingered Leather Gloves

Keep your palms dry and your fingers free with our short-fingered leather gloves. Velcro closure.

F. Short-Fingered Gloves SM-XL \$14.95

SM	#214610	MD	#214611
LG	#214612	XL	#214613

Fringed Leather Gloves

These beautiful fringed leather gloves have all the rugged styling of the wild west. Made for the man who lives in the saddle! Velcro closure. Ladies love 'em too, so we offer XS.

G. Fringed Gloves XS-XL \$49.95

XS	#214614	SM	#214615
MD	#214616	LG	#214617
		XL	#214618



G



Easyriders Leather

You know the difference between a real riding jacket and a fashion trend. So do we. And Easyriders has brought back it's classic Ladies' Biker Jacket and Men's KB Special Fringed Summer Jacket made of Super Grade A cowhide with outstanding features.

H. KB Special™ Men's Fringed Leather Summer Jacket

Rawhide drawstring yoke at neck, a removable leather wind breaker, action back, contour-tapered sleeves with brass zipper closures and a hidden inside pocket. Fully lined with 100% nylon taffeta and made from Super A cowhide. Western weave and fringe gives your KB Special that authentic look.

Sizes 38-50 \$359.00

Size	Part#	Size	Part#	Size	Part#
38	#214265	44	#214268	48	#214270
40	#214266	46	#214269	50	#214271
42	#214267				

I. Ladies' Biker Jacket™

Extras include: plenty of pockets inside and out; built-in kidney protector for riding support; expandable waist for comfort; action back for easy movement; and tapered sleeves with zippered closures to keep out the cold.

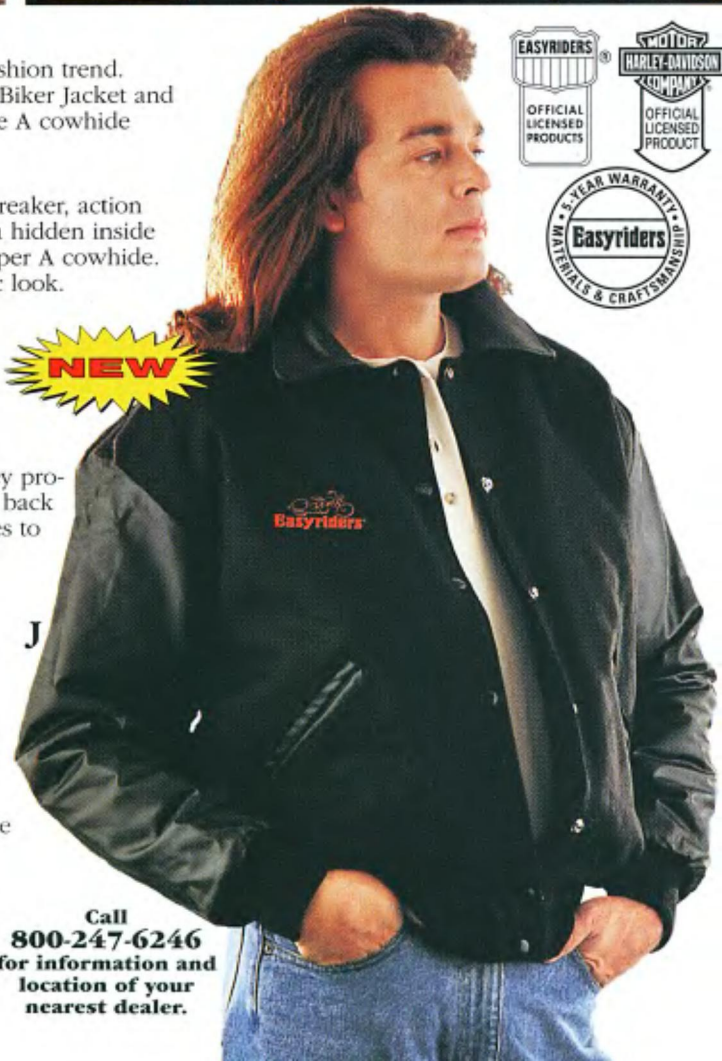
Sizes 32-46 \$349.00

Size	Part#	Size	Part#	Size	Part#
32	#214319	38	#214322	44	#214325
34	#214320	40	#214323	46	#214326
46	#214321	42	#214324		

Easyriders Leather & Wool Baseball Jacket

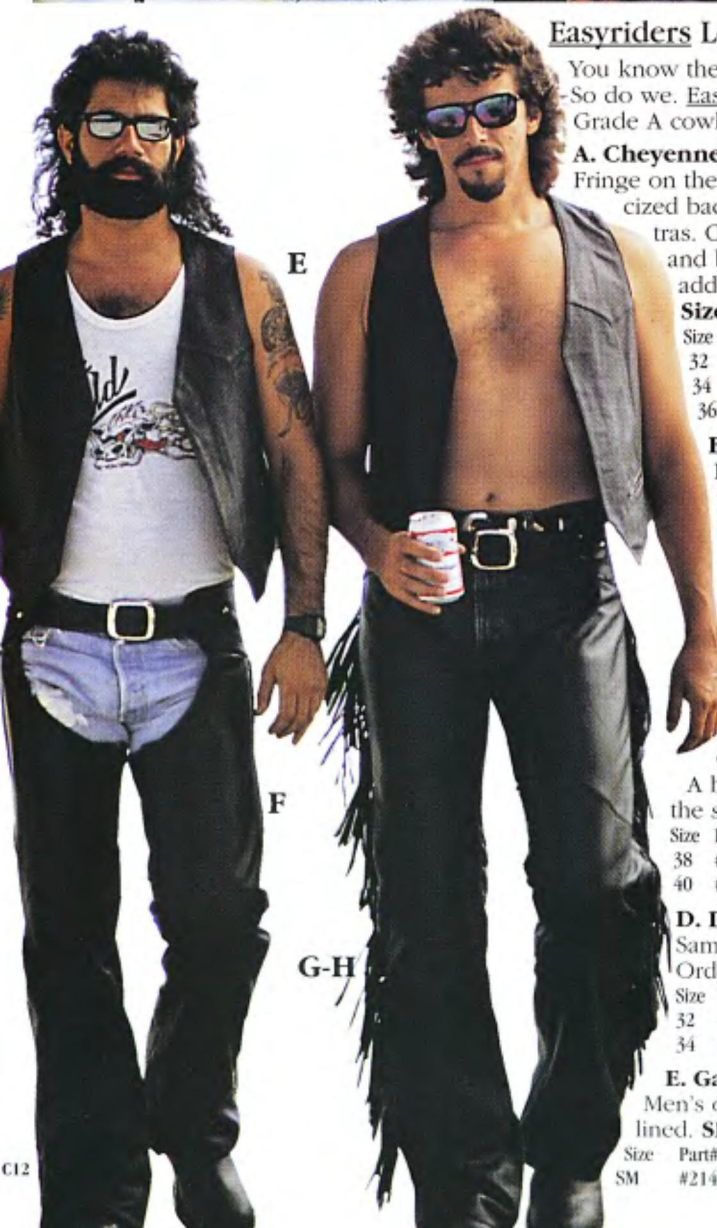
Stay warm this fall in a black wool Easyriders baseball jacket with leather sleeves and snap down leather collar. Classic styling includes snaps and side pockets. Embroidered logo (see opposite page). **J. Sizes 38-50 \$169.00**

Size	Part#	Size	Part#	Size	Part#
SM	#214203	MD	#214204	LG	#214205
XL	#214206	XXL	#214207		



Call
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location of your
nearest dealer.

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Easyriders Leather

You know the difference between a real riding jacket and a fashion trend. So do we. Easyriders brings you authentic leather garments made of Super Grade A cowhide with outstanding features designed by riders like you.

A. Cheyenne™ Ladies Fringed Leather Jacket

Fringe on the front, back and sleeves give this jacket western style. Elasticized back for a snug fit, zippered pockets and tapered sleeves are extras. Choose your look – original or customized. Natural bone beads and brass accessories (conchos, beads and bolo tips) have been added for a sensational jacket! Order by chest size.

Sizes 32-46 \$329.00 — With Bone Treatment \$439.00

Size	Part #	w/Bone	Size	Part #	w/Bone	Size	Part #	w/Bone
32	#214222	#214923	38	#214225	#214926	44	#214228	#214929
34	#214223	#214924	40	#214226	#214927	46	#214229	#214930
36	#214224	#214925	42	#214227	#214928			

B. Fringed Biker Jacket™

Extras include: plenty of pockets inside and out; built-in kidney protector for riding support; expandable waist for comfort; action back for easy movement; and tapered sleeves with zippered closures to keep out the cold. Also available with natural bone beads and brass accessories for a customized look.

Sizes 38-50 \$359.00 — With Bone Treatment \$449.00

Size	Part#	w/Bone	Size	Part#	w/Bone
38	#214420	#214916	46	#214424	#214920
40	#214421	#214917	48	#214425	#214921
42	#214422	#214918	50	#214426	#214922
44	#214423	#214919			

C. Biker Jacket™

A basic, no-frills style, the Biker Jacket is simple yet loaded with the same special details as the Fringed Biker Jacket. **38-50 \$349.00**

Size	Part#	Size	Part#	Size	Part#	Size	Part#
38	#214301	42	#214303	46	#214305	50	#214307
40	#214302	44	#214304	48	#214306		

D. Dakota™ Ladies Weave Leather Jacket

Same great features as the Cheyenne Jacket but without the fringe. Order by chest size. **32-48 \$289.00**

Size	Part#	Size	Part#	Size	Part#	Size	Part#
32	#214232	36	#214234	40	#214236	44	#214238
34	#214233	38	#214235	42	#214237	46	#214239

E. Gambler™ Men's Open Leather Vest

Men's open leather vest has western yoke, two pockets and is fully lined. **SM-XL \$129.00**

Size	Part#	Size	Part#	Size	Part#	Size	Part#
SM	#214352	MD	#214353	LG	#214354	XL	#214355



F. Tombstone Chaps™

These classic chaps give you the luxury of comfortable movement while providing warmth and protection. Features include expandable rawhide tie waistband; lace-up inner thigh; brass zippers; replaceable belt buckle, adjustable extra-long length; and shotgun-flare legs that slip easily over boots. **SM-XXL \$279.00**

Size	Part#	Size	Part#	Size	Part#
26-28 SM	#214366	34-36 LG	#214368	42-44 XXL	#214370
30-32 MD	#214367	38-40 XL	#214369		

G. Men's Montana Chaps™

The same great features as the Tombstone Chaps™ (see above) but with fringe for a western look. Now available with bone treatment! Natural bone beads, feathers, leather lacing, and brass accessories (beads, conchos, and bolo tips) create a fantastic customized look. **SM-XXL \$329.00 — With Bone Treatment \$409.00**

Size	Part#	w/Bone	Size	Part#	w/Bone
26-28 SM	#214257	#214931	38-40 XL	#214260	#214934
30-32 MD	#214258	#214932	42-44 XXL	#214261	#214935
34-36 LG	#214259	#214933			

H. Ladies' Montana Chaps™

SM-LG \$329.00 — With Bone Treatment \$409.00

Size	Part#	w/Bone	Size	Part#	w/Bone
26-28 SM	#214257	#214931	34-36 LG	#214259	#214933
30-32 MD	#214258	#214932			



Call 800-247-6246
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and location of your
nearest dealer.



Easyriders Leather

A. Cheyenne Fringed Vest™

Our snap-down leather vest with fringed yolk and western weave on the front and back features two front pockets. And now you can buy this same great looking vest with our new bone treatment. Natural bone beads, feathers, and brass accessories (conchos, beads and bolo tips) give this vest a sexy customized look. **SM-XL \$199.00 — With Bone \$309.00**

Size	Part#	w/Bone	Size	Part#	w/Bone
SM	#214241	#214939	LG	#214243	#214941
MD	#214242	#214940	XL	#214244	#214942

B. Wildfire Lace-Up Skirt™

This eye-catching leather skirt leaves just enough to the imagination. Sleek styling includes zippered front, elastic back and two front pockets. 18" length is adjustable.

SM-XL \$119.00

Size	Part#	Size	Part#
SM	#214360	LG	#214362
MD	#214361	XL	#214395

C. Wildfire Lace-Up Shorts™

Your leather wardrobe is not complete without a pair of enticing lace-up shorts. They're cool to wear and hot to look at with a side slit that offers just the right peek. Leather covered elastic waistband makes them comfortable and secure, yet easy to slip on (and off).

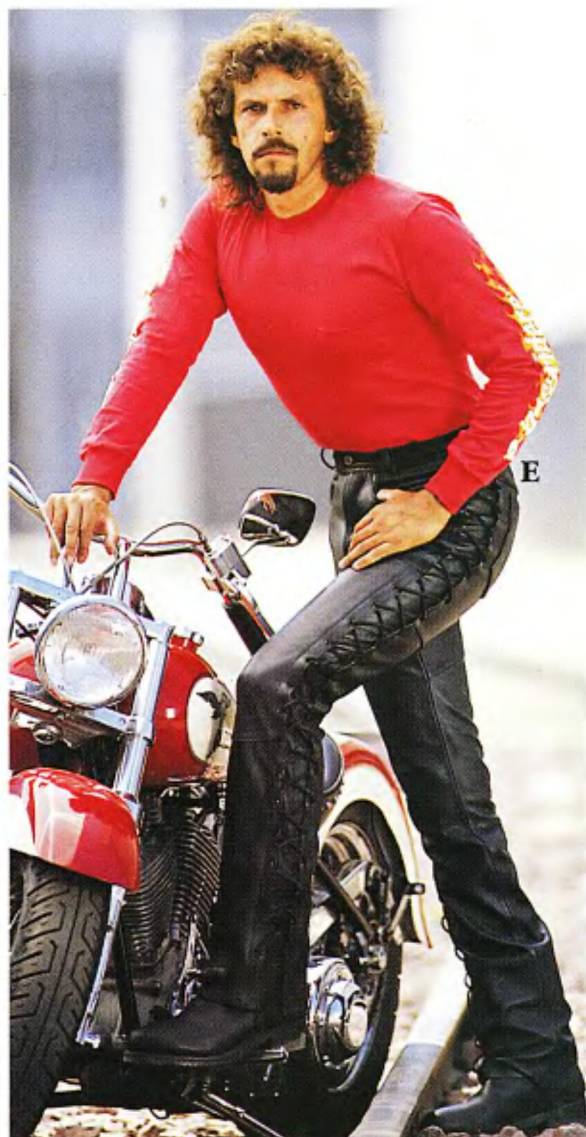
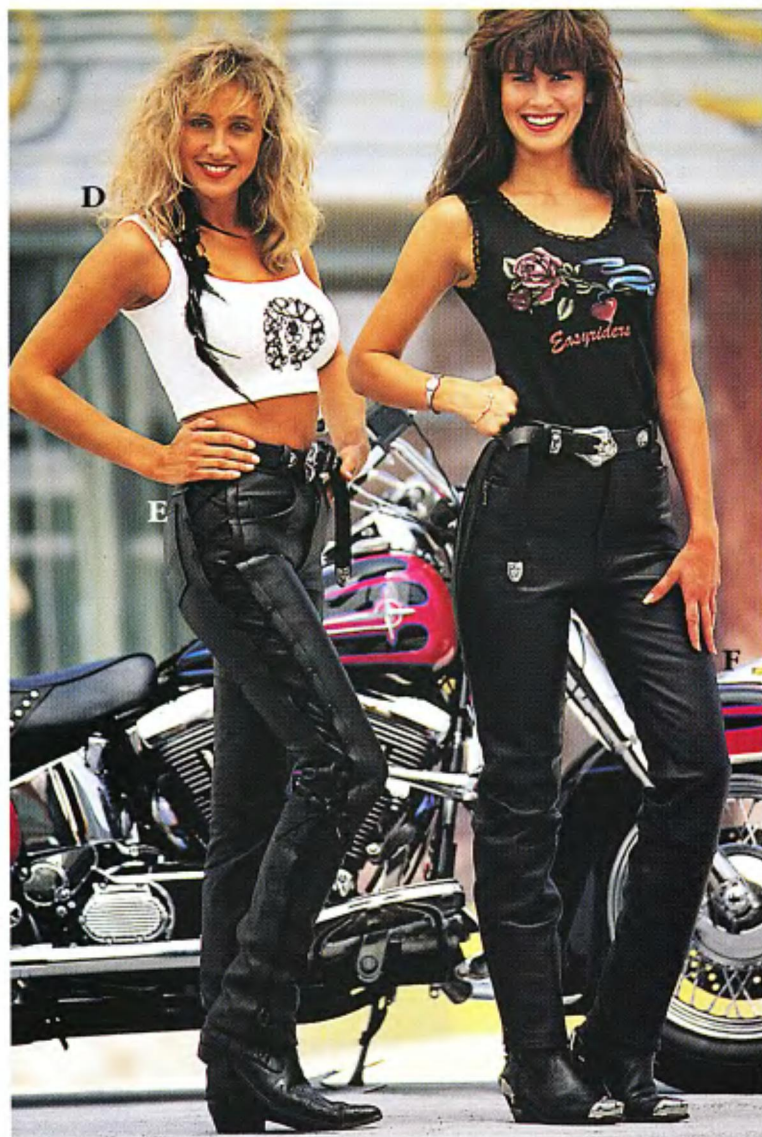
SM-LG \$69.95

Size	Part#	Size	Part#
SM	#214363	LG	#214365
MD	#214364		



Call
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for information
and location
of your nearest
dealer.





D. Easyriders Tube Tops

The classic *Easyriders* logo looks great on a black or white tube top. Tight and sexy, these tops stretch to give everyone a perfect fit.

One size fits all \$14.95

Black #212012

White #212013

E. Maverick™ Lace-Up Pants for Men & Women

Lace-up Leather Pants give you a truly custom fit. Rugged styling includes expandable lace-up sides; sturdy zipper fly; five-pockets; shot-gun-flare legs that slip easily over boots and extra-long length that you just cut to fit. Order by waist size. **26-42 \$269.00**

Size	Part#	Size	Part#	Size	Part#
26	#214327	32	#214330	38	#214333
28	#214328	34	#214331	40	#214334
30	#214329	36	#214332	42	#214335

F. Rampage™ Ladies' Leather Jeans

The best fitting pants ever designed for women who ride. Loaded with extras, the Rampage's™ great looks and comfortable design make them the perfect leather jeans for any occasion. Zippered side pockets give you a tight fit when they're closed and easy access to contents when they're open. Special details include expandable waist panel for easy movement and a satiny lining for a smooth change.

5/6-15/16 \$229.00

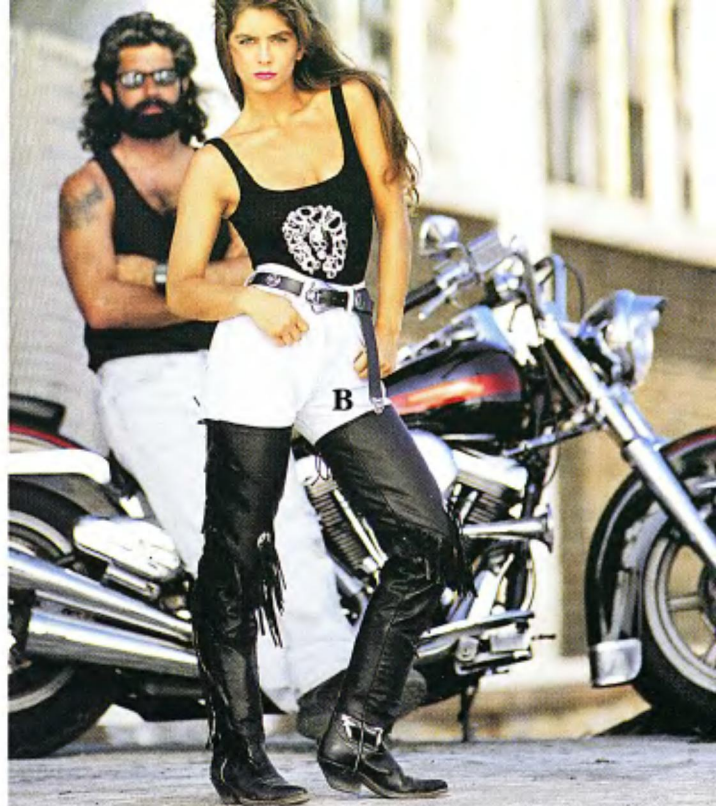
Size	Part#	Size	Part#
5/6	#214377	11/12	#214380
7/8	#214378	13/14	#214381
9/10	#214379	15/16	#214382



Easyriders Butt Bag

Here's another place to stash your stuff when you're on the bike, and a great way to keep your hands free once you get to your destination. Big and roomy, our leather butt bag keeps your belongings safe and dry, yet easy to reach. Hidden pockets let you grab money and keys without a lot of digging. Adjustable strap.

A. Easyriders Butt Bag, #216548, \$54.95



Nasty Feet

Easyriders biker boots can take anything you can dish out. They're made to withstand harsh weather, dangerous work, years of wear and thousands of kick starts. Tough steel toes and shank give you extra protection and reinforced, oil-resistant soles insure your safety. Additional features include:

- Handcrafted leather uppers.
- Fully cushioned insoles.
- Stash pocket for money or cigarettes.
- Knife or tool pocket with Velcro strap.
- Choose from 17" or 11" height.
- Women's boots include inner stash pocket and lace-up sides to accommodate pant legs.

Whether you like them short or tall, Nasty Feet are long on comfort. All boots are ANSI rated: Z41. 1-1972-75, and U.S. made.



Made in the U.S.A.

C. Women's 17" Tall Nasty Feet
Size 5-8 1/2
\$189.00

5	#252001
5-1/2	#252002
6	#252003
6-1/2	#252004
7	#252005
7-1/2	#252006



8	#252007
8-1/2	#252008

D. Men's 11" Tall Nasty Feet
Size 8-12 \$179.00

8	#250001	10-1/2	#250006
8-1/2	#250002	11	#250007
9	#250003	11-1/2	#250008
9-1/2	#250004	12	#250009
10	#250005		

E. Men's 17" Tall Nasty Feet
Size 8-12 Med.-Wide \$199.00

Size	Med.	Wide
8	#251001	N/A
8-1/2	#251002	N/A
9	#251003	#251203
9-1/2	#251004	#251204
10	#251005	#251205
10-1/2	#251006	#251206
11	#251007	#251207
11-1/2	#251008	N/A
12	#251009	#251209



F



G



Saddlebags and Stud Kits

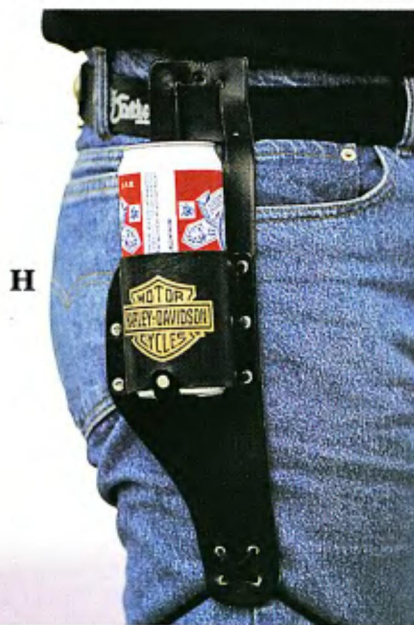
Packing is easy when you've got a pair of roomy saddlebags to hold your gear. Ruggedly constructed of Easyriders HOG-A-HIDE – a revolutionary man-made material that looks like leather but is sturdier, more weather resistant and much less expensive. Secure buckle closures keep belongings safe and dry. Made in the U.S.A.

F. Oval Saddlebags With Tool Pouch

Single strap saddlebags (10" x 12" x 5"); Double strap tool pouch (10" x 3 1/2"). Matching braided weave and conchos on both saddlebags and tool pouch. Measurements listed reflect size after usage. #700069 \$139.00 (set)

G. Cross Country Saddlebag With Tool Pouch

Double strap saddlebags (14" x 14" x 6"); Double strap tool pouch (10" x 4 1/2"). Matching braided weave on both saddlebags and tool pouch. Nice 'n' roomy. Measurements listed reflect size after usage. #700068 \$169.00 (set)



H



I



J



K



L

H-D Beer Can Holster

Strap-on holster attaches to your belt and ties around your thigh to keep brew up-right. Great for when you need both hands but want to keep a cold one close by!

H. Beer Can Holster #500002 \$14.95

H-D On-The-Road!
The H-D Six-Pack Cooler is a soft-sided, insulated carrying case that keeps beverages cool. May be used with blue ice. The H-D Arctic Chiller contains a removable ice pack for maximum chilling power—Velcro closure. Protect your favorite tunes in the lightweight H-D Tape Cassette Carrying Case featuring 3/8" double density foam insulation and a self repairing industrial zipper—holds 12. When you're going by foot, the H-D Tube Cooler beverage carrier is just what you need to keep 3-6 cans cool. Just sling it over your shoulder and go. Insulated with 3/8" double density foam.

I. H-D Six-Pack Cooler #500006 \$14.95

J. H-D Arctic Chiller #500008 \$ 5.95

K. H-D Cassette Carrier #500004 \$14.95

L. H-D Tube Cooler #500007 \$14.95

Call 800-247-6246
for information
and location of your
nearest dealer.



Easyriders Leather Barrel Bag

For longer trips, or when there's two of you, this all-leather bag is great for packin' all your stuff. Small enough to fit on the bike and durable enough to take to the airport. Includes a removable leather carrying strap (18" x 10" x 10"). **A. Easyriders Barrel Bag #216545 \$139.00**

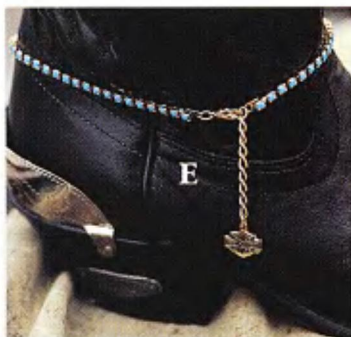
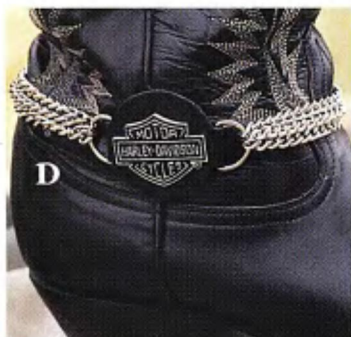
Easyriders Leather Travel Bag

This one's just the right size for some overnight stuff and a few extra T-shirts. Strap it on the scooter and go! (13" x 9" x 9"). **B. Easyriders Travel Bag #216546 \$109.00**



Easyriders Tote Bag

All-purpose tote bag comes in handy as a gym bag, diaper bag, book bag or for packing. Nylon bag sports Easyriders logo (20" x 11" x 11"). **C. #300199 \$19.95**



H-D Boot Chains

H-D boot chains feature silver-plated double chains separated by the H-D bar and shield on leather. Women's faux turquoise boot chain features a H-D charm. **D. H-D Bar and Shield Boot Chain #310104 \$29.95**



Leather Boot Bandana

The boot bandana features a zippered stash pocket, silver-plated Easyriders heart concho, braided trim and fringe. Can also be worn on the thigh. Adjustable buckle closure.



E. H-D Turquoise Boot Chain #310100 \$24.95

F. Leather Boot Bandana #310109 \$34.95

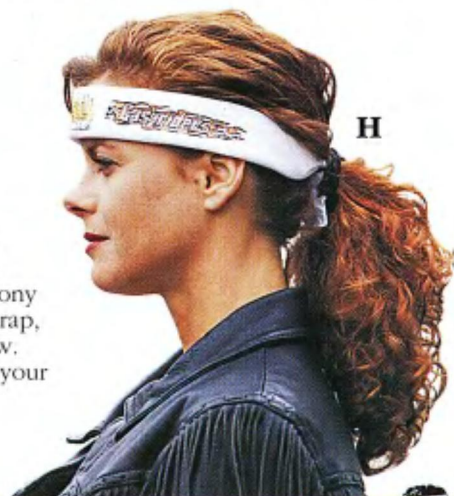


Easyriders T-Band Headband

This handy headband converts into a pony tail holder, tote bag, head scarf, shoulder strap, halter top, belt, and cover up, to name just a few. Great for when you're traveling and need to streamline your stuff. Directions included in the package.

G. Black T-Band #801235 \$11.95

H. White T-Band #801236 \$11.95



Easyriders Caps and Hats

I-N.—Easyriders hats come in handy against the heat, cold, wind and rain — or just because.

I. Summer Cap #300211 \$14.95

J. Painter's Hat #300213 \$8.95

K. Painter's Hat #300214 \$8.95

L. Easyriders Leather Cycle Cap with Easyriders Pin— One size fits all.

L. #300282 \$24.95

M. Easyriders Leather Flyer's Cap— (Goggles not included.)

M. SM-LG \$29.95

SM #300287 MD #300288 LG #300289

N. Easyriders 100% Wool Beret—

Military-style beret includes an Easyriders pin.

N. SM-LG \$29.95

SM #300297 MD #300298 LG #300299

H-D Caps and Hats

O-R. — Classic H-D caps and hats show your pride and preference for the world's greatest American-made motorcycles!

O. Baseball Cap #300225 \$9.95

P. Baseball Cap #300227 \$9.95

Q. Painter's Hat #300235 \$12.95

R. Welder's Cap #300237 \$14.95

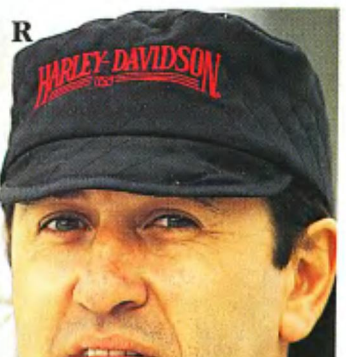
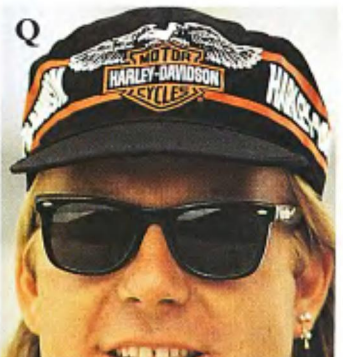
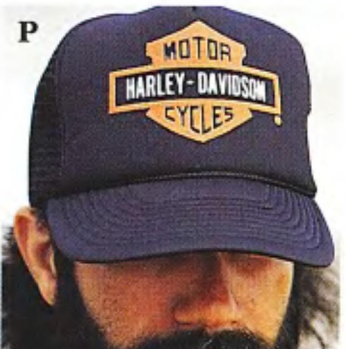
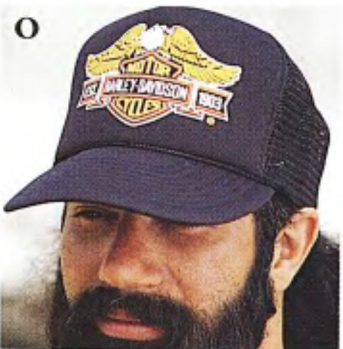
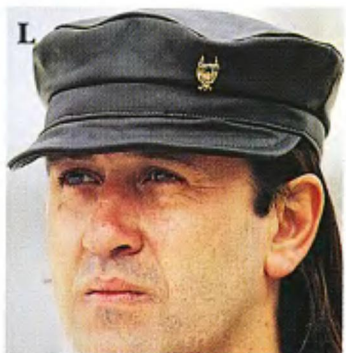
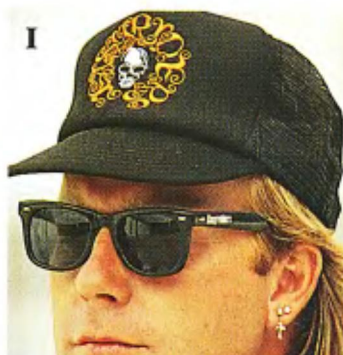
Handcuffs & Case

Nickel plated Double Lock and Heavy Duty Double Lock handcuffs come with a HOG-A-HIDE belt pouch.

S. Belt Pouch #700053 \$14.95

T. Heavy Duty Double Lock Handcuffs #160011 \$39.95

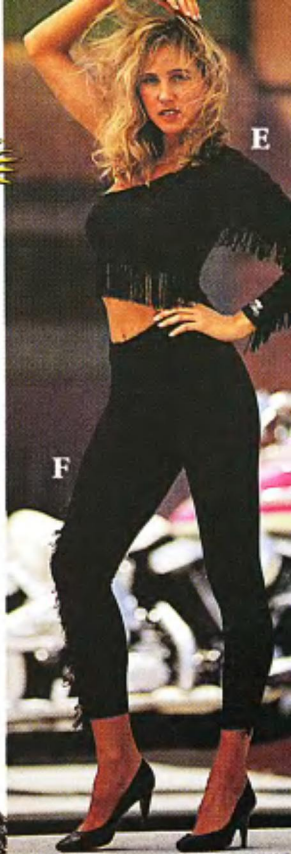
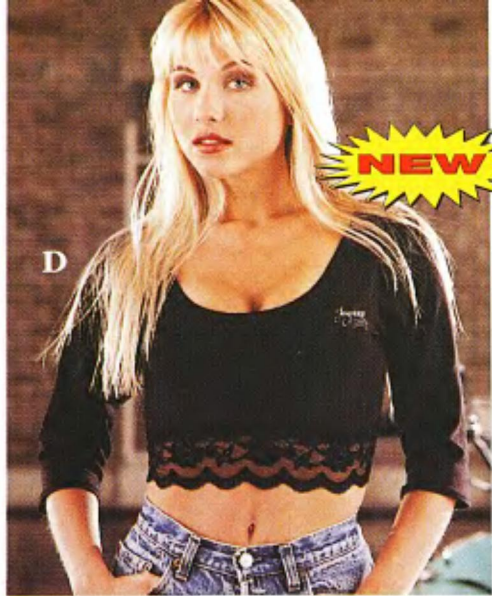
W. Double Lock Handcuffs #160010 \$19.95



Call 800-247-6246
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and location of your
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Made in the U.S.A.





Easyriders Pantyhose

Cleverly designed to look like a real tattoo under your pantyhose, these stockings feel as great as they look. Sheer to the waist with a comfortable cotton pantyliner. **A.-C. S/M - M/L \$13.95.** S/M 5' to 5'4" and 100-125 lbs.

M/L 5'4" to 5'8" and 125-151 lbs.
A. S/M #804194
 M/L #804195
B. S/M #804192
 M/L #804193
C. S/M #804190
 M/L #804191



Tiger Nightshirt

Be true to your wild nature in the tiger sleepshirt. Our Tattoo Magazine logo looks sharp on a black T; 100% cotton. One size fits all.
H. #208235 \$16.95



Easyriders Towel Set

Don't get soaked, dry off with Easyriders bath towels, hand towels and wash cloths. 100% cotton and made in the U.S.A. Set includes one of each: bath towel (23"x 42"), hand towel (16" x 26"), and wash cloth (12" x 12"). Set contains one of each. **L. #401106 \$34.95**



Foxyriders Collection

Tight black Foxyriders separates hug your curves and leave only a few things to his imagination. Mix and match three fringe or lace different tops with sexy black leggings. Foxyriders garments are made of cotton/lycra for a smooth, snug fit and maximum comfort. All tops and bottoms sport the official Foxyriders logo.

D. Lace Top MD-XL \$29.95

MD #802024 LG #802025 XL #802026

E. Fringed Single-Sleeve Top MD-XL \$34.95

SM #802006 MD #802007 LG #802008

F. Fringed Leggings MD-XL \$59.95

SM #802003 MD #802004 LG #802005

G. Fringed Top M-XL \$49.95

MD #802009 MD #802010 LG #802011

H-D Panties

One Size (7, MD) \$6.95

J. Wild Flowers #803292

K. Passion #803290



Pillowcases

This novelty pillowcase is great for when your system's exhausted. Made in U.S.A. Set of 2. **L. #400002 \$24.95**

Easyriders Nightshirt

"I Only Bed with the Best," is a motto to live by. Announce your preference in our ladies V-neck 100% cotton nightshirt. Comfortable, extra roomy and matches our pillowcases. One size fits all. **M. #208234 \$29.95**

Infant Baseball Cap

Protect baby's skin and eyes from the sun with a Baby Harley Cap featuring the classic bar and shield logo.

N. One Size, #300241 \$11.95

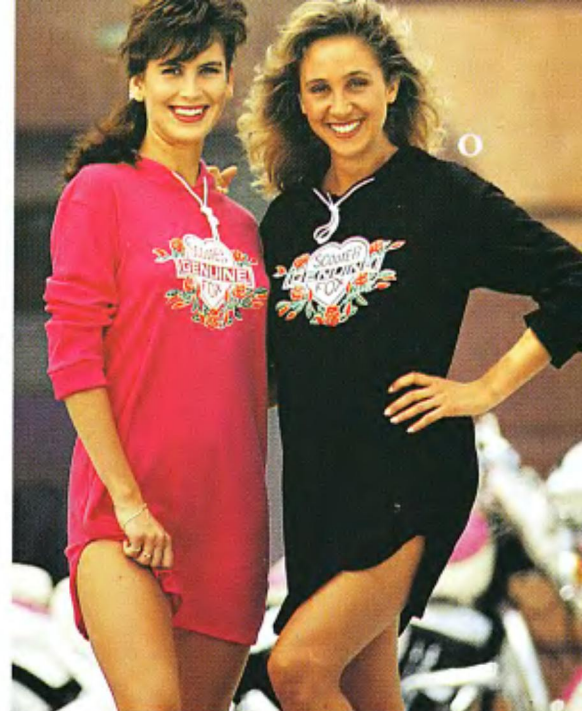


Baby Outfits

100% cotton baby outfits include a short sleeved shirt and matching diaper pant (SM-13/18lbs., MD-19/26 lbs.; LG-22/34 lbs). Available in black only.

Q. Poo Poo Happens SM-LG \$19.95

SM(13/18 lbs.) #213000 MD(19/26 lbs.) #213001
LG(22/34 lbs.) #213002



Hooded Nightshirts

Our one-size-fits-all nightshirt gets a feminine touch from the heart-and-rose Scooter Fox design. Made of 50/50 poly-cotton blend with a comfortable slit at each leg. **O. One Size \$34.95**
Pink #810110 Black #810109

Ghostrider Kids T-Shirts

Our classic David Mann design on a kids 100% cotton Hanes T-shirt!
2/4-10/12 \$14.95

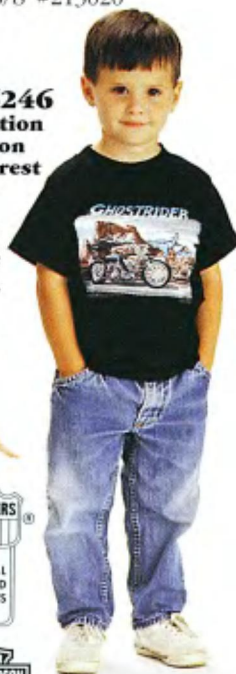
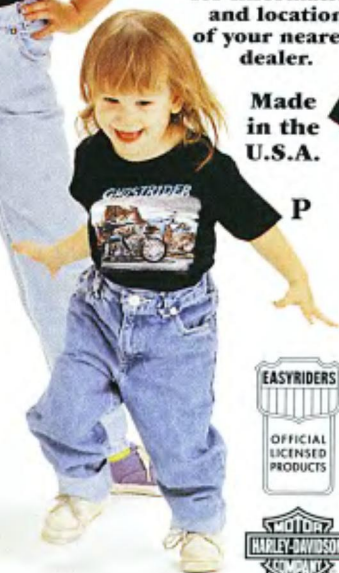
P. Ghostrider T-Shirt

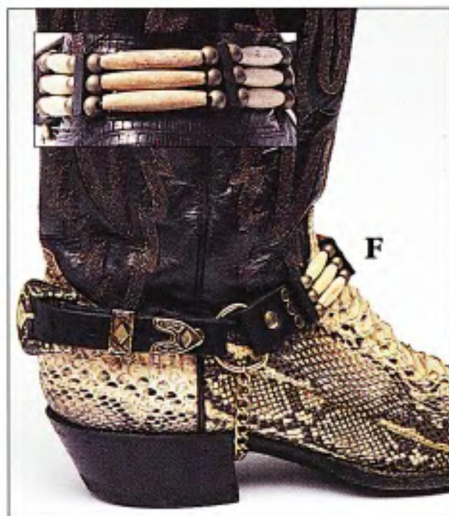
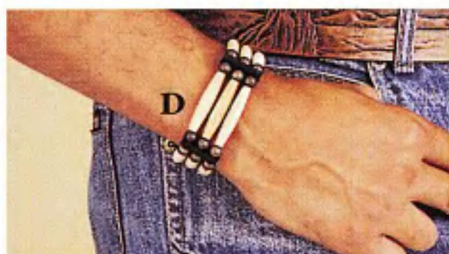
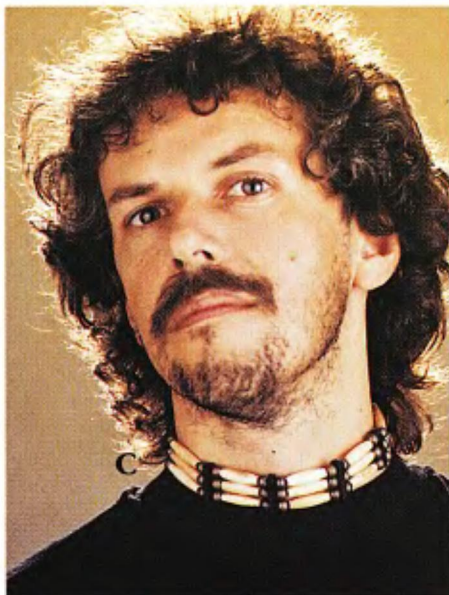
2/4 #213019 6/8 #213020
10/12 #213021

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of your nearest
dealer.

Made
in the
U.S.A.

P





Easyriders Bulova Watch

Ride on Easyriders time and you'll never be idling. But hurry, only a few of these Bulova black quartz watches are left. Capable of accuracy to within a minute a year and engineered to deliver years of excellent and dependable service. Comes with a one-year warranty. **G. #310400 \$89.95**

Bone Accessories

Authentic bone is dyed black or left natural to make these unique accessories for men and women. Matching chokers, boot chains and bracelets look great separately or as a set. Wear them when you're feeling bad to the bone!

A. Black Bone Choker	#310617	\$84.95
B. Black Bone Bracelet	#310622	\$34.95
C. Natural Bone Choker	#310618	\$84.95
D. Natural Bone Bracelet	#310621	\$34.95
E. Black Bone Bootstrap	#310619	\$84.95 (pair)
F. Natural Bone Bootstrap	#310620	\$84.95 (pair)

H

Stamp Collection

There will never be another stamp like the Harley-Davidson 10¢ stamp, issued on July 22, 1922. Each stamp features a mail carrier delivering a package on the new (at that time) Big Twin Harley. Sometimes even the government needs the speed of a Harley. This framed collector's set of original stamps can be passed on to your kids! **H. #290039 \$99.00**





I. #310320



J. #310322



K. #310323



L. #310321



M. #310319

I.-M. H-D Pewter Pins

Add to your collection with five different Harley-Davidson pins, all made of pewter.

\$4.95 each.



Easyriders Feather Earring

Easyriders long and lovely black feather earring is a dramatic and feminine accessory. N. #310609 \$14.95 each

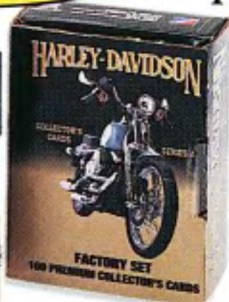
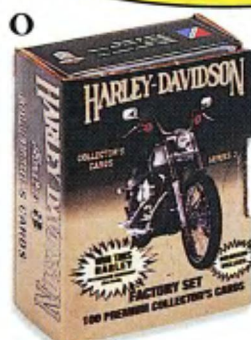
H-D Collector Cards Series II and III

Here's another way to collect and invest in the greatest motorcycle ever made. Series I is already gone but it's not too late to buy Series II and III. These collector cards will be classics!

O. Series II #160007 \$35.00

P. Series III #160008 \$35.00

Collector's Item



Conchos

These heavy, metal conchos with leather thongs will dress up any leather garment, purse or saddlebag. Makes a great gift! (Set of 6) Q. #700058 \$19.95

Easyriders Collector's Truck

Only 5,000 of these highly detailed, 1/64 scale, Easyriders trailer/coin banks were made. This collector's dream is made entirely of dye cast metal, features a Kenworth cab over and a locking coin bank (the key is tucked away under the trailer). Because this is a very special item, you'll receive it in a sturdy four-color carton complete with a brief Easyriders history. Small enough to display on a desk or shelf, the Easyriders Collector's Truck is something you'll want to keep for the long haul!

R. #253003 \$44.95



Collector's Item



Call 800-247-6246
for information and
location of your nearest
dealer.

Made in the U.S.A.



NEW**Easy Grafix - Gold Leaf**

Now have expensive gold leaf, previously available only to custom painters, for a fraction of the cost. Easy to apply. Fits around your existing Sportster tank logo. Choose silver or gold leaf.

A. Silver leaf, #290045 \$39.95

B. Gold leaf, #290046 \$39.95

H-D Kites

Take to the sky with a colorful Harley-Davidson plastic kite. The 50-inch Hi-Flier (C.) and the 51-inch Skyflier (D.) include 200 feet of pre-wound polyester cord. Adult guidance is suggested for children under eight.

C. #290034 \$5.95

D. #290038 \$8.95

H-D Clocks

\$29.95 ea.

E. H-D Eagle #290036

F. H-D Bar & Shield #290035

NEW**David Mann Gift Sets**

Easyriders heavy-duty ceramic ashtrays and 14-oz. tankards feature six David Mann classics: Ghost Rider, Time Warp, Discovering America, Knight Rider, Pirate, & Rendezvous.

G. David Mann Ashtray Set of 6, #600536 \$79.95

H. David Mann Tankard Set of 6, #600526 \$79.95

I. H-D License Plate #150182 \$6.95



G



H

Easyriders Bota Bag

If your days are filled with wine, women and song, Easyriders' bota bag (50-oz.) is what to bring along! Complete with sanitary latex lining, screw-on cap, shoulder strap and Easyriders skull logo. **J. Bota Bag #600403 \$16.95**

Easyriders Flamed Mailbox

Use it for all your letters and deliveries (it's been approved by the U.S. Postal Service) or use it to stash valuables indoors. Whatever the function, Easyriders flamed mailbox makes the message clear: Your belongings are too hot to touch. 19" L x 6 3/4" W x 8 3/4" H.

K. Mailbox (as pictured) #290040 \$39.95.

Mailbox Accessories: **Graphics Only, #290041 \$19.95.**

Pole For Mailbox, #290042 \$24.95.

Indian, and H-D Mugs and Ashtray

L. Indian Oil Mug (16-oz.), #600204 \$12.95

M. H-D Oil Mug (16-oz.), #500001 \$12.95

N. H-D 13-oz. Coffee Mug, #600102 \$7.95

O. H-D Ashtray, #600006 \$7.95

L

M

N

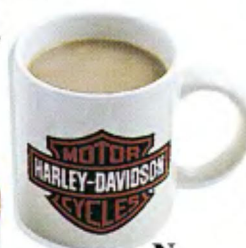
O



J



K



Patches

Choose from our great selection to add to your patch collection. Three sizes available.

P. H-D Crown (3 1/2"x3")	#180036	\$5.50
Q. H-D Bar & Shield (4"x3")	#180016	\$2.95
R. H-D Eagle		
SM (3-3/4"x5")	#180081	\$6.95
MD (8"x10")	#180082	\$19.95
LG (10"x14")	#180083	\$39.95
S. H-D Bar & Shield/Flames (3-1/2"x3")	#180017	\$4.95
T. H-D Wings (6"x2-1/2")	#180030	\$5.95
U. Easyriders Wings/Wheel (4-1/2"x6")	#180121	\$9.95
V. H-D Maple Leaf		
SM (2"x3")	#180011	\$2.50
MD (2-1/2"x5-1/2")	#180012	\$5.95
LG (6"x9")	#180013	\$12.95
W. Easyriders Logo (3" round)	#180101	\$4.95
X. Easyriders Eagle		
SM (4"x2-1/2")	#180117	\$5.95
MD (7-3/4"x4-1/4")	#180118	\$10.95
Y. Easyriders Wheel/Flame		
SM (1-3/4"x4")	#180119	\$5.95
MD (3-1/2"x8-1/4")	#180120	\$15.50
Z. Easyriders Wheel (3")	#180113	\$5.95
AA. H-D Silver Wing		
SM (3-3/4"x1-1/4")	#180071	\$1.95
MD (12-1/2"x5-1/2")	#180073	\$11.95
LG (16-3/4"x4-1/2")	#180074	\$15.50
BB. 1903 H-D Eagle		
SM (3-1/2"x3")	#180033	\$4.95
MD (6"x5")	#180034	\$10.95
LG (12"x10")	#180035	\$19.95
CC. H-D U.S.A. #1		
SM (2"x2-1/2")	#180094	\$2.25
MD (2-3/4"x4")	#180095	\$4.50
DD. H-D Upwing Eagle (3" x 5")	#180085	\$5.95
EE. Easyriders Eagle		
SM (1-1/2"x4")	#180114	\$3.95
MD (3-1/2"x9")	#180115	\$10.95
LG (5-1/2"x15-1/2")	#180116	\$16.95
FF. Last Biker (2"x3")	#180049	\$2.50
GG. Easyriders Eagle Head		
MD (3-1/2"x6")	#180122	\$11.95
LG (6-3/4"x12")	#180123	\$24.95
HH. H-D Broken Wing		
SM (4"x1-1/2")	#180001	\$2.50
MD (9"x3")	#180003	\$8.95
LG (15"x5")	#180004	\$24.95
II. H-D Rebel Flag (5-3/4"x6")	#180028	\$15.50
JJ. H-D American/Rebel (5"x3-5/8")	#180037	\$7.95
KK. H-D Motorcycles		
SM (4"x1-1/2")	#180005	\$2.50
MD (8"x4")	#180006	\$7.95
LL. Easyriders Chrome Eagle		
SM (1-1/4"x4")	#180110	\$2.50
MD (2-1/2"x7")	#180111	\$8.50
LG (15"x4")	#180112	\$14.95
MM. H-D V-Twin (6-1/2"x6")	#180029	\$19.95
NN. H-D Motorcycles/Chain		
SM (4"x1-1/2")	#180047	\$3.50
LG (11-1/2"x4-1/4")	#180048	\$9.95
OO. H-D Pegasus		
SM (6"x6-3/4")	#180031	\$15.50
LG (13"x13")	#180032	\$39.95
PP. Easyriders Flag (1 1/2"x4")	#180105	\$4.95
QQ. H-D Girl (3"x3")	#180024	\$3.50
RR. H-D Teddy Bear (3-7/8"x2-5/8")	#180038	\$3.95
SS. H-D Boy (3"x3")	#180025	\$3.50
TT. H-D Butterfly (3-1/2"x2-1/2")	#180020	\$3.50
UU. H-D Flowers (3-7/8"x1-1/2")	#180043	\$2.95
VV. Lady Harley (4"x2-3/4")	#180040	\$2.95



Made in the U.S.A.

Call 800-247-6246 for information and location of your nearest dealer.

Official Licensed Products



H-D Novelties

Adorable stuffed pig wearing a traditional biker jacket and cap. H-D rug is 3/4" thick and measures 36" x 27".

WW. H-D Rug, #300115 \$34.95

XX. H-D Pig, #321005 \$14.95





A

Adjustable EZ-Lift

The perfect setup for any mechanic working alone is the versatile, durable EZ-Lift. Three-way adjustment feature is designed for Softails (high position), swingarms (middle position), or rigids (bottom position). A single tubular bar allows you to lift either the front or rear of the bike separately. Handle can be attached to either side of the lift, making it possible to use on either side of the motorcycle. It's powder painted with electronically bonded, aircraft grade, chip resistant paint. A telescopic arm and compact design allow the complete unit to fold into one easy-to-store piece.

A. #280104 \$99.00



NEW WIDER DUO-LIFT— NOW LIFTS ALL HARLEY MODELS!

Duo-Lift

The new Duo-Lift is wider for greater stability and comes with a sliding bar for accurate positioning. This one-man operation puts both wheels in the air but keeps the bike stable.



Detachable handle and fold-up feature make for easy storage. Locking pin and safety clips prevent the bike from being pushed off the side of the lift.

B. #280101 \$139.00

Extra Lift Bar For Duo-Lift

This is an additional piece of tubing that will simply bolt onto the front upright of the Duo-Lift. Made for extended front ends and tall scoots (more than 5-1/2" of ground clearance) that need an extra lift to get the front wheel off the ground.

C. #280102 \$19.95

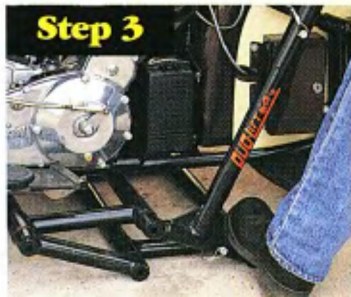
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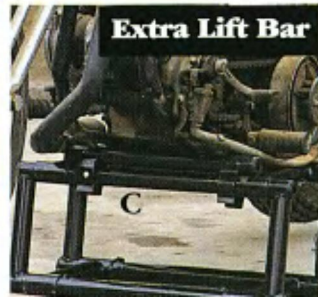
Step 2

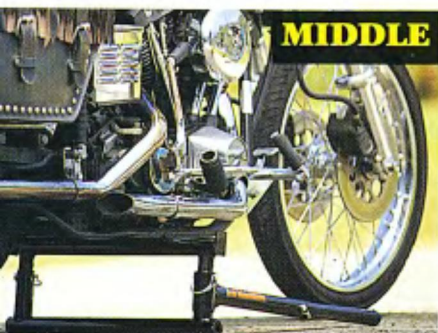


Step 3



Extra Lift Bar





Polycord

These black polycords are virtually indestructible and have a lifetime replacement guarantee. Not affected by sunlight, oil, most chemicals, salt water, or salt air. Designed to last a lifetime when used as recommended (twice its length).

D. 12"	#160001	\$3.75
D. 18"	#160002	\$4.25
D. 24"	#160003	\$4.50

Tie Downs

Extra heavy-duty, aircraft-style tie downs feature a full, 1 1/2-inch-wide nylon strap, padded hooks and tough quick-release buckles that are made to last.

E. #160004 \$24.95 pr.

EZ-Haul

This front wheel motorcycle hauler is made of solid construction steel to pull the heaviest bikes. If you can tow a trailer, you can also use the EZ-Haul. Fits easily into a trunk or behind the seat. Tie-downs not included (see item on this page). Made in U.S.A.

F. Receiver Hitch EZ-Haul

Bolts directly to standard Class 3 receivers. Strap front wheel securely into EZ-Haul, and run tie downs from handlebars to bumper or EZ-Haul tie-down bar (not included—see item this page).

#280110 \$99.00

G. Ball Hitch EZ-Haul

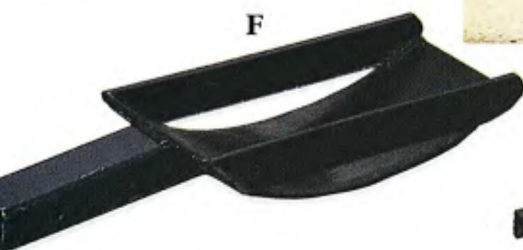
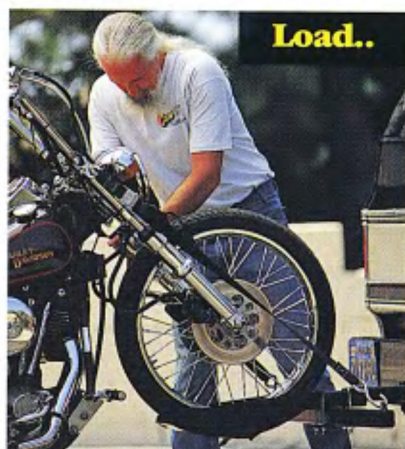
Used with ball hitch construction.

#280111 \$119.00

H. EZ-Haul Tie Down Bar

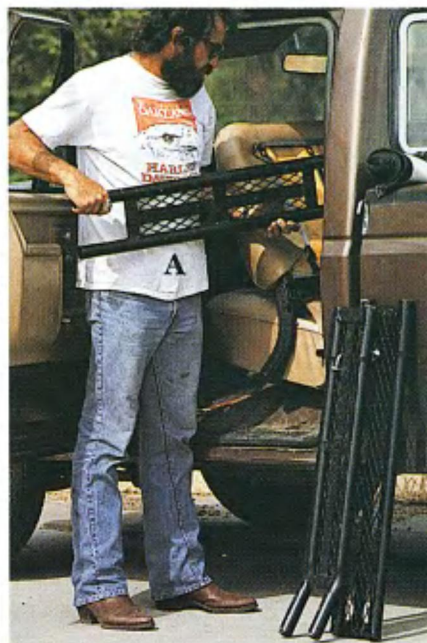
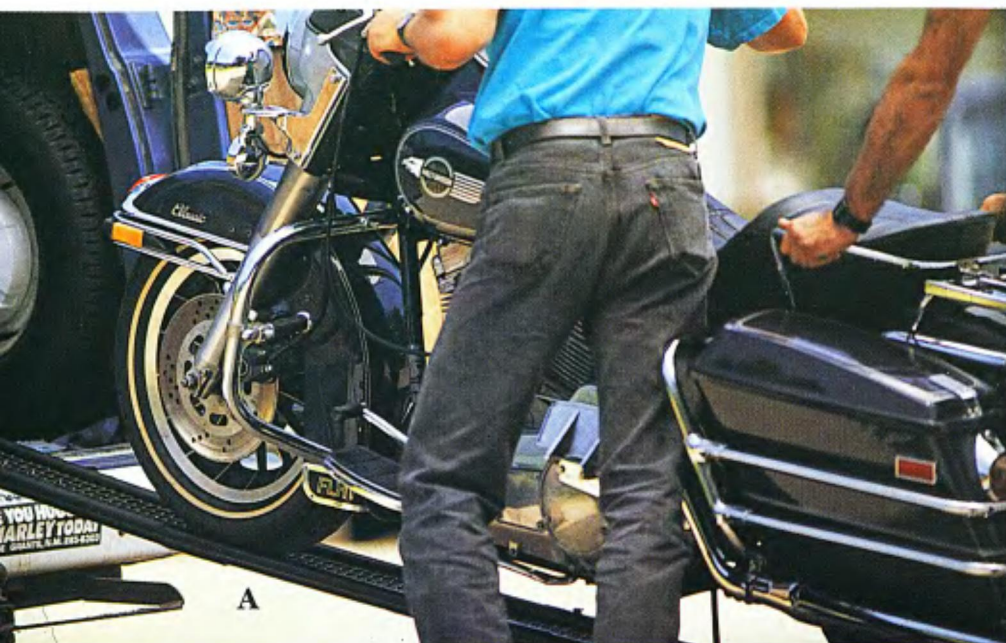
Bar attaches to front of Receiver Hitch EZ-Haul with two c-clamps and plate. Tie downs hook directly to eyelets in each end of bar.

#280112 \$49.95



Made in the U.S.A.

Call
800-247-6246
for information
and location
of your nearest
dealer.



EZ-Load

The EZ-Load Ramp is a three-piece eight-foot-long ramp made of the best U.S. tubing and steel and strong enough to load the heaviest bikes. It's made to fit between the frame rails to keep the bike from high-centering. Features include a 20-degree bend to fit flush on the tailgate, cleats to keep it from slipping, safety clips to keep it together, round rail guides for tires and expanded metal floor for traction. Can be stored behind your truck's seat. **A. #280200 \$129.00**



Bike Covers

Your bike may be too beautiful to cover, but it beats exposing it to the elements 24 hours a day. Protect your investment with a fitted black motorcycle cover that keeps out the bad stuff yet doesn't trap moisture. Fits all Harleys except ones with fairings or scooter boots. Made in U.S.A.

B. Easyriders Warning #700099 \$99.00

C. Make My Day #700000 \$99.00



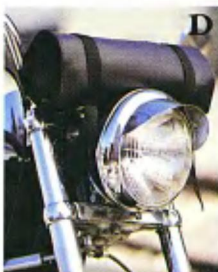
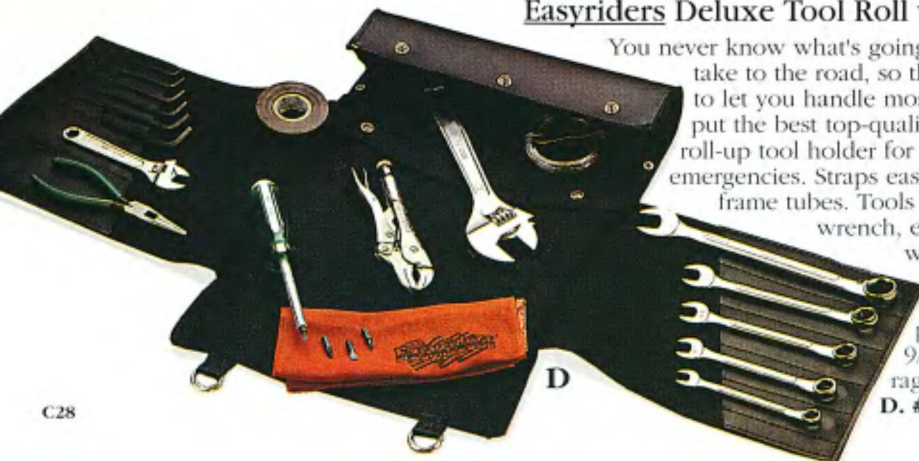
Call
800-247-6246
for information
and location
of your nearest
dealer.

Made
in the U.S.A.

Easyriders Deluxe Tool Roll with Tools

You never know what's going to happen when you take to the road, so this tool roll is designed to let you handle most curbside repairs. We put the best top-quality S-K tools in a handy roll-up tool holder for those on-the-road emergencies. Straps easily to fork tubes or front frame tubes. Tools include: 12" adjustable wrench, electrical tape, bailing wire, screwdriver, 6" adjustable wrench, needle-nose pliers, grip pliers, open/box end wrenches (7/16", 1/2", 9/16", 5/8", 13/16"), 6 hex keys, and a shop rag. Made in U.S.A.

D. #700078 \$199.00



Bike Cleaning and Detailing Kit

Easyriders Bike Cleaning Kit contains everything you need to clean, protect, condition, wax and shine every part of your bike – including a rag and convenient carrying bag. Each specially formulated product is gentle and effective giving you maximum results for your effort. The kit contains Metal Polish, a chrome and aluminum cleaner and polisher for all bright metal surfaces; Cleaner Degreaser, a gentle but effective spray-on cleaner that is also kind to the environment; Leather Conditioner to clean, soften and protect leather, vinyl and naugahyde; Cream Wax, designed for today's new paint technology (especially effective on red, black or metallic finishes); and Carnuba Wax, the ultimate paste wax for the ultimate shine. Whether you need to do a quick clean up job on the road or a thorough garage maintenance, this kit has it all. Take it to your next bike show! Refills may be ordered for Cleaner Degreaser. **E. Kit #290020 \$29.95**
Cleaner Degreaser 16 oz. Refill #290021 \$8.95



H-D Mud Flaps

Dress up your vehicle with H-D mud flaps! When you've got to hit the road without your Harley, you can still show your pride in American iron. Available for semi's, pick-ups and cars.

F. Auto (7"x 12")	#300191	\$14.95
G. Van (12"x 18")	#300192	\$19.95
H. Pick-up (12"x 22")	#300193	\$29.95
I. Light truck (24"x 12")	#300194	\$24.95
J. Truck (24"x 18")	#300195	\$39.95
K. Semi truck (24"x 24")	#300196	\$44.95
L. Truck (24"x 30")	#300197	\$49.95
M. Truck (24"x 36")	#300198	\$64.95



Day Bag (14" long x 9" diameter)

Great for leisurely day trips, the Day Bag has just enough room for an extra shirt, or lunch for two. Tools can be stored in the two zippered compartments on either side. **N. #700087 \$89.95**

Weekender Bag (24" long x 8" diameter)

Easyriders Weekender Bag with built-in zippered tool pouch mounts easily to your handlebars. Zippered pockets at both ends provide extra storage space. Purchase with or w/o tools — 12" adjustable wrench, electrical tape, bailing wire, screwdriver, 6" adjustable wrench, needle-nose pliers, grip pliers, open/box end wrenches (7/16", 1/2", 9/16", 5/8", 13/16"), 6 hex keys, and a shop rag.

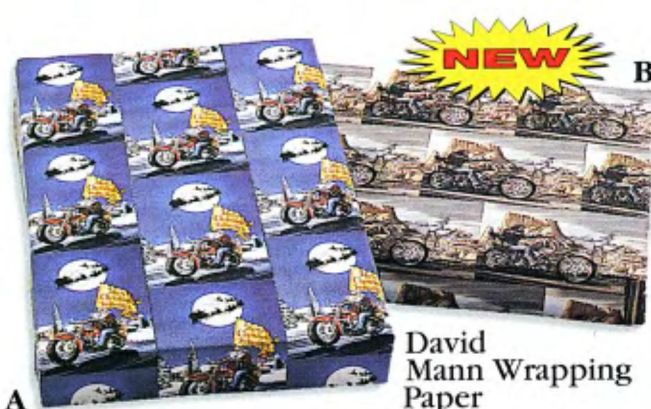
O. Weekender w/o tools	#700083	\$99.00
O. Weekender w/ tools	#700082	\$249.00



Easyriders Tool Decal

Whether you're a seasoned pro or beginner, "Tools for your Harley-Davidson" is a decal that comes in handy. It's a model-specific reference guide listing the tools used on most Harleys and which bike calls for what wrench. Stick it in your tool box, or post it in the garage.

P. #150100 \$4.95

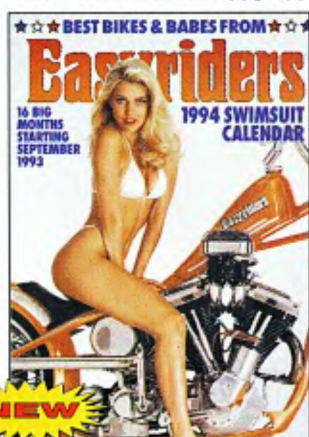


David Mann Wrapping Paper

Now you can wrap gifts in David Mann's artwork, made especially to express your devotion to riding. Toy Run Christmas Paper or Ghostrider All Occasion Wrap should take care of all your needs. Two 20" x 30" sheets per package. **A. Christmas Paper, #090005 \$4.95**
B. Ghostrider Paper, #090004 \$4.95

1994 Calendars

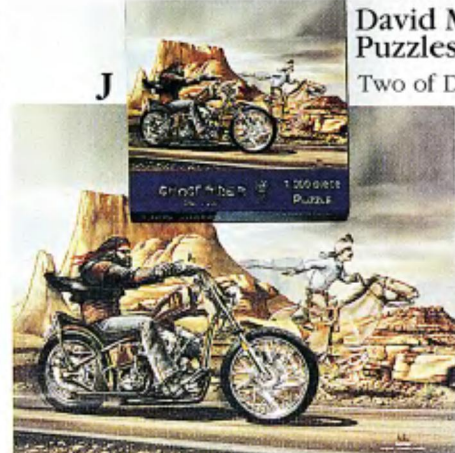
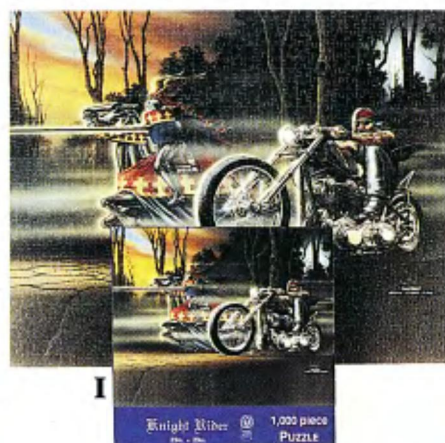
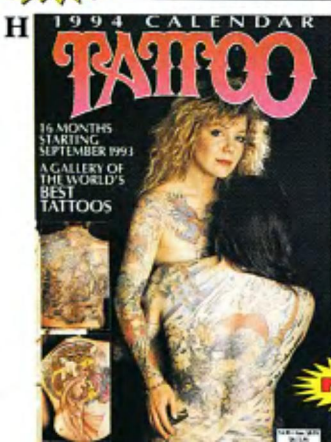
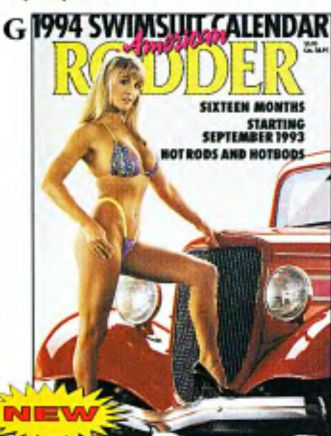
Easyriders, American Rodder, and Tattoo magazine full-color calendars for 1993-1994. Large 11" x 16", 16-month



F. #014032 \$5.95

G. #014033 \$5.95

H. #014034 \$5.95



David Mann Puzzles

Two of David Mann's best works, Ghostrider and Knight Rider, come in 1,000-piece full-color puzzles that measure 23" x 29". **I. #253002 \$24.95**
J. #253001 \$24.95

Harley-Davidson Bike Models

These scale Harley models are perfect, clear down to the nuts and bolts. Miniature Harley-Davidsons have been cleverly named the "pocket bike." Kits include instructions and decals.

K. FLS Lowrider, 1/12 scale, #160021 \$44.95

L. FLH Electra Glide, 1/12 scale, #160023 \$44.95

M. FLHC Classic, 1/12 scale, #160020 \$44.95

N. FXE Fatbob Super Glide, 1/12 scale, #160024 \$44.95



Call 800-247-6246 for information and location of your nearest dealer.

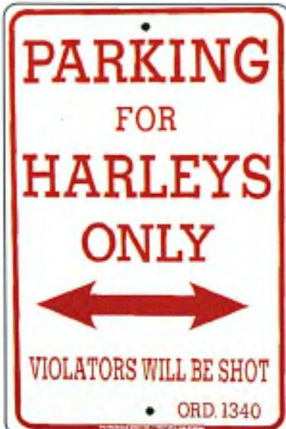
Made in the U.S.A.



Parking and Street Signs
 Make your own laws with these Harley parking and street signs. Heavy metal signs with baked finish.

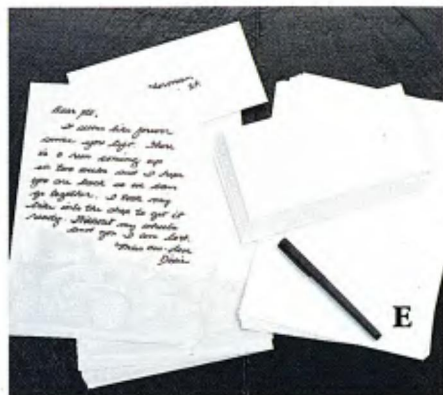
C. Harley Street Sign, #150059 \$24.95

D. White Harley Parking Sign, #150051 \$24.95



Ghostwriter Stationery

When you're in the mood to haunt old friends but can't take a trip, drop 'em a line on some Ghostwriter stationery. It's personal, unique and can't be found anywhere else. Comes with 24 sheets of stationery, 24 second sheets and 24 envelopes. **E. #253000 \$14.95**



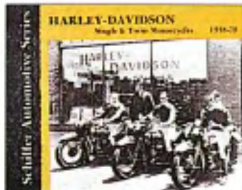
THE ARTIST'S CHOICE COLLECTION OF
David Mann's MOTORCYCLE ART

NEW



Collector's Item

The Artist's Choice Collection Of David Mann's Motorcycle Art
Each book is signed and numbered by the artist and only 10,000 will ever be printed! Collectors act now!
Vol.2 #050200 \$29.95



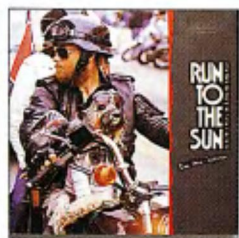
Harley-Davidson Singles & Twins Motorcycles Book
A history and documentation of H-D sales literature from 1903-1978.
#060319 \$39.95



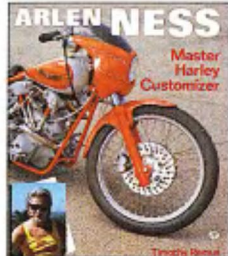
Thunder In The Hills
An internationally acclaimed photographer's view of the 50th Anniversary of Sturgis. Don't miss these great pics!
#060122 \$19.95



Painless Electrics
Revised! Practical info for electrical problems, a down-to-earth solution to the riddle of electrics.
#120101 \$14.95



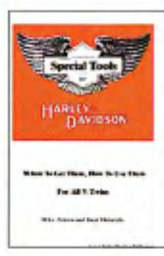
Run To The Sun
Capturing the essence of Bike Week in Daytona. 96 pages of quality printing and photos.
#060312 \$19.95



Arlen Ness Master H-D
An insight and pictorial to Arlen's many artistic motorcycle creations.
#060111 \$34.95



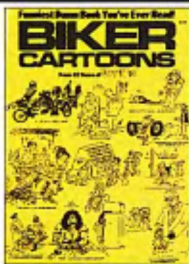
H-D '45 Servi-Car
Complete service info, drawings & parts lists for '40-'58 civilian models.
#060301 \$24.95



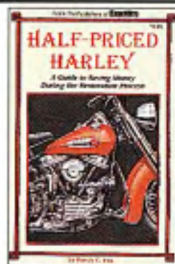
Special Tools for H-D's
All the tools needed or recommended for working on V-Twins.
#120301 \$11.95



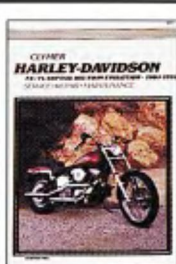
What Fits What #5
Interchangeability for all '36-'82 V-Twins.
#120001 \$11.95



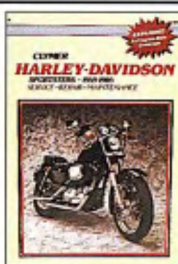
Biker Cartoons
Jillions of gut-bustin' cartoons from the first 13 years of *Easyriders*.
#050302 \$5.95



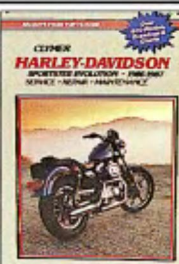
Half Priced Harley
Where and how to approach each separate task of a restoration project.
#050205 \$8.95



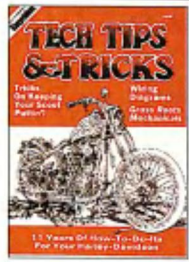
Service Manual
For Evo Big-Twins '84-'91
FX/VL Softail **#060320 \$29.95**



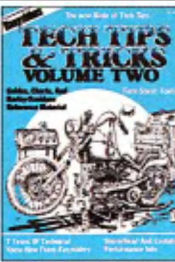
Service Manual
For Sportsters '59-'85
#060309 \$29.95



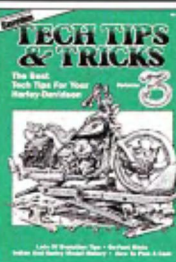
Service Manual
For Evo XL '86-'90
#060311 \$29.95



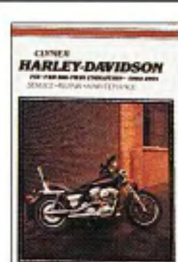
Tech Tips & Tricks Vol. I
Tips from *Easyriders* '71-'83 for knuckleheads, pans & shovelheads.
#060207 \$5.95



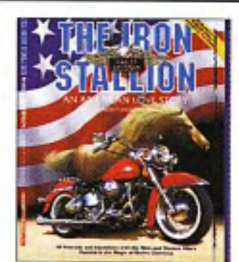
Tech Tips & Tricks Vol. II
More of those terrific tech tips & tricks from *Easyriders*.
#060200 \$9.95



Tech Tips Vol. III
More tips revealed—Don't leave this valuable book out of your collection.
#060202 \$9.95



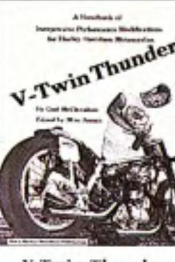
Service Manual
For Evo Big-Twins '84-'91
FLT/XTX **#060321 \$29.95**



The Iron Stallion
Explore the H-D passion as described by riders across America.
#060125 \$39.95



Live The Good Life
A true-life motorcycle adventure.
#060113 \$24.95



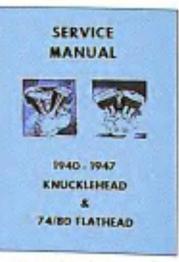
V-Twin Thunder
Do-it-yourself H-D modifications to increase your bike's performance.
#120401 \$14.95



Custom Harley Cookbook
Building custom Hogs with step-by-step explanations & diagrams of what works and what doesn't.
#120201 \$16.95



Panhead Service Manual
All you need to know about your H-D panhead engines from '48-'57.
#060101 \$24.95



Knucks & Flatties
Factory service info for 1940-1947 Twins.
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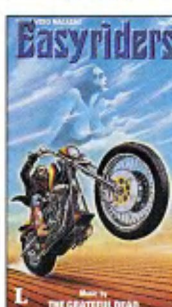
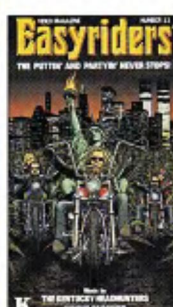
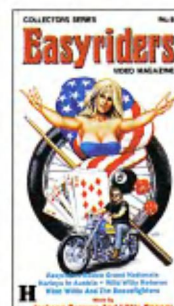
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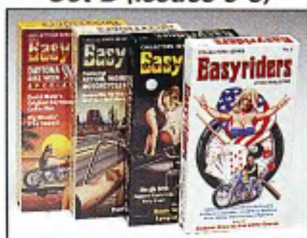


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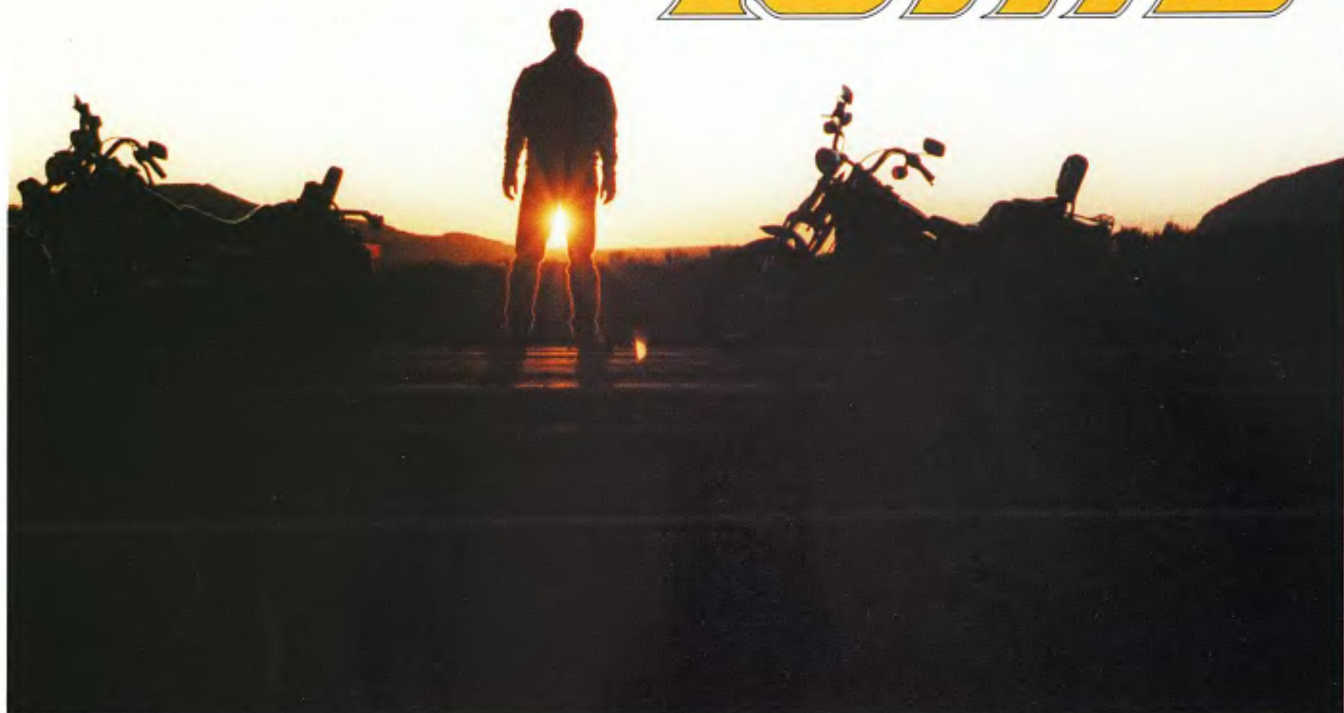
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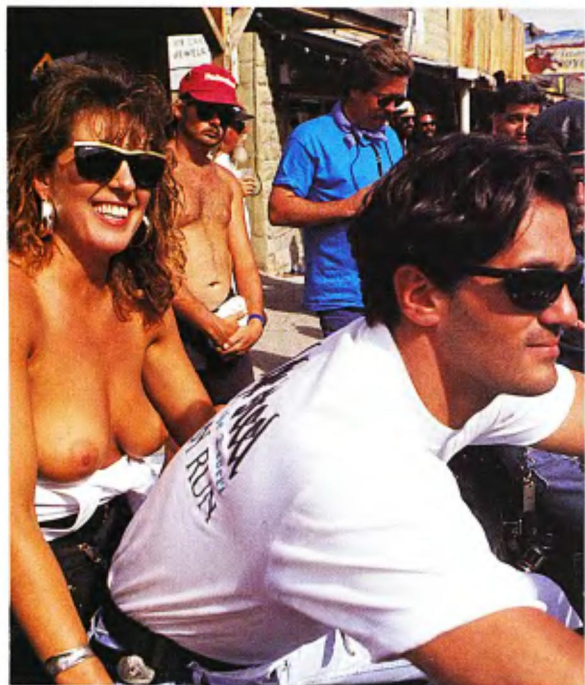


Maude Max, Detroit, Mich.

Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway, the let-it-all-hang-out exuberance of a biker bash, or the eyeball-poppin' sight of a sexy honey showin' her stuff—these photos typify the fun, excitement, and

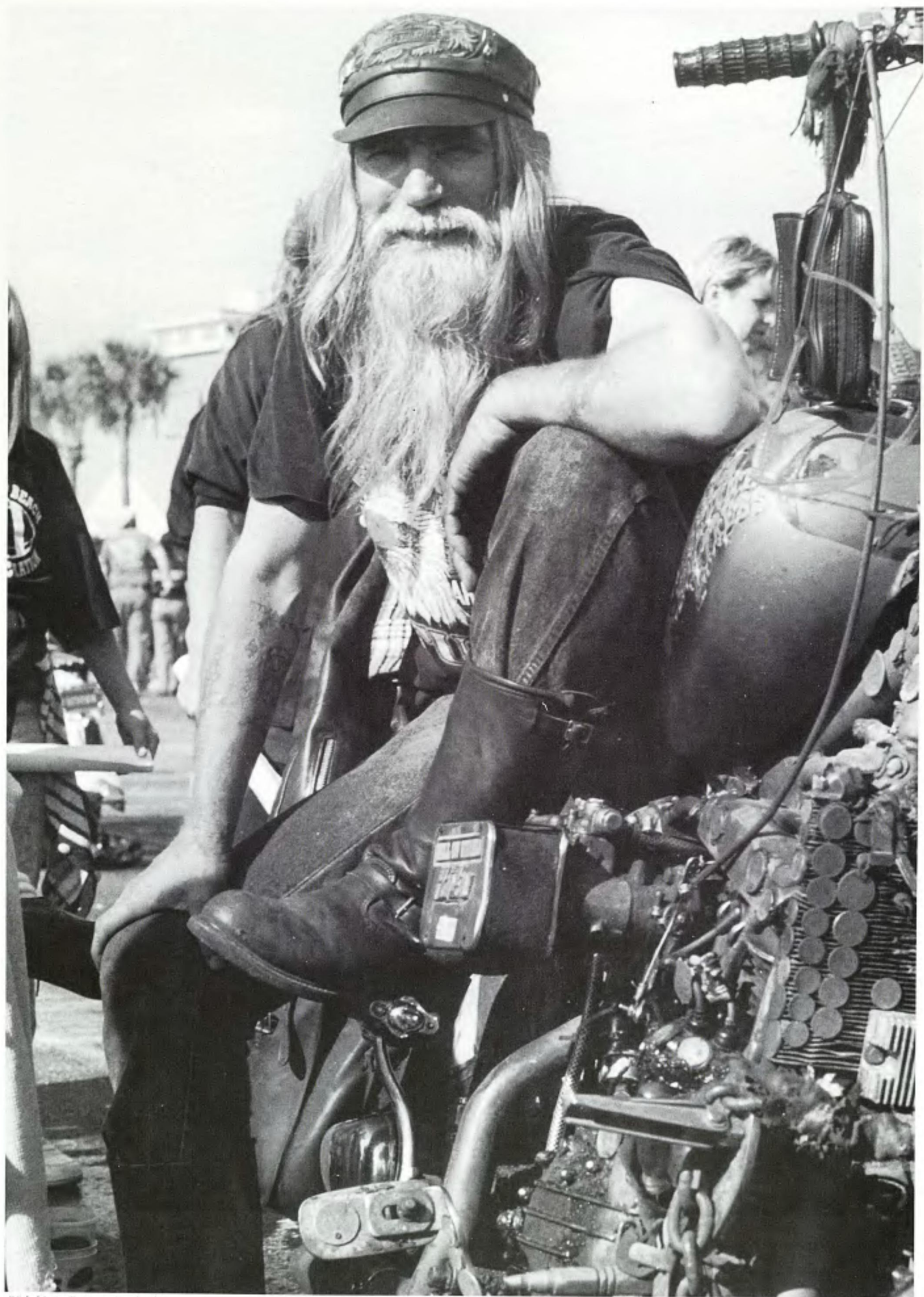
freedom of biking. (Ob, yeah, dig this—we now pay \$30 for every black-and-white photo we print, \$100 for every color photo we print full-page, \$50 for every color photo we print half-page, and \$40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name and address. Also, include a self-addressed, stamped envelope if you want your photos returned. Send photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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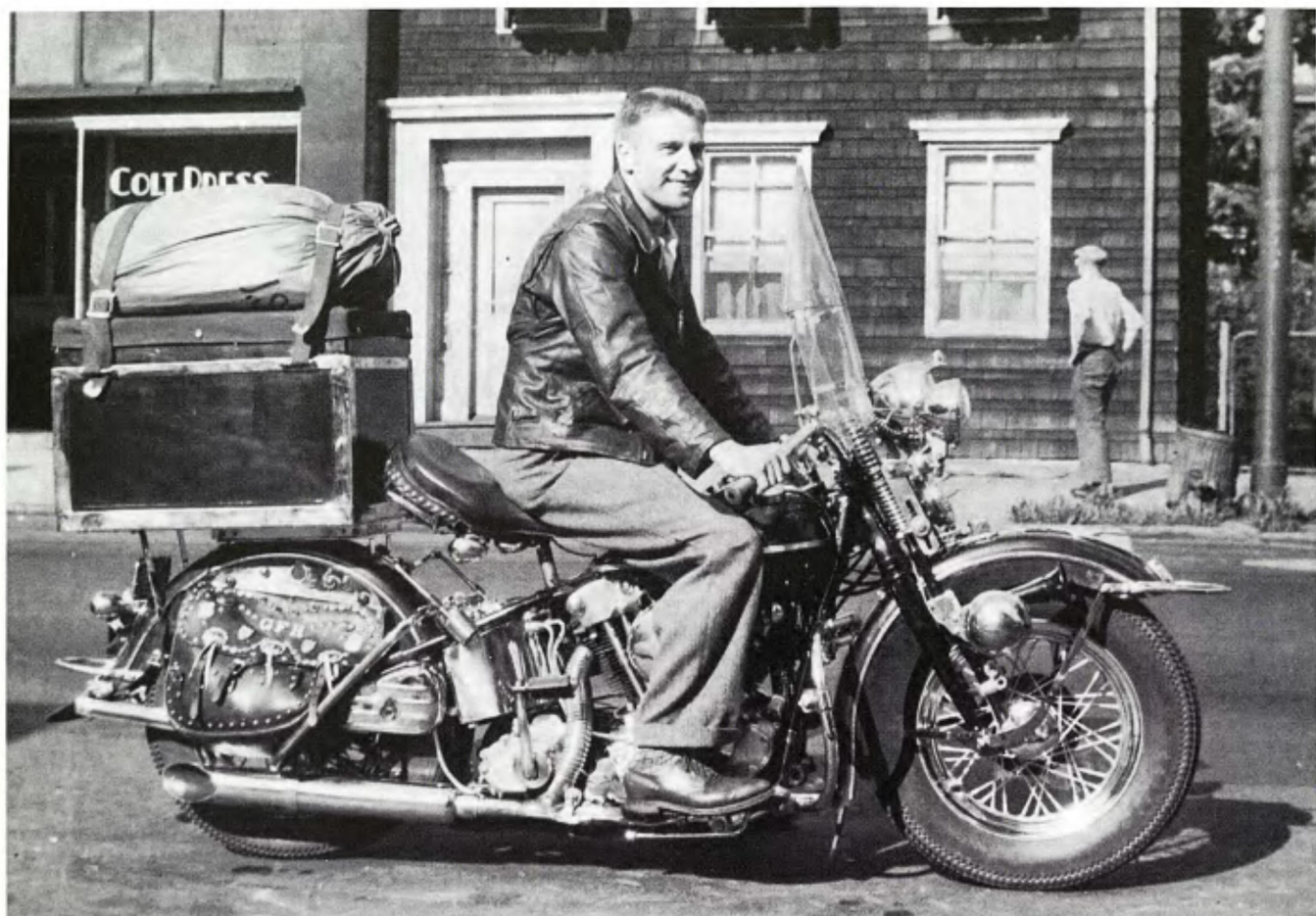


Bandit's Dad (83-years-old), On the road, Mo.





Bärbel Lutz, Daytona Beach, Fla.



Kevin Horn, Paterson, N.J. 1947



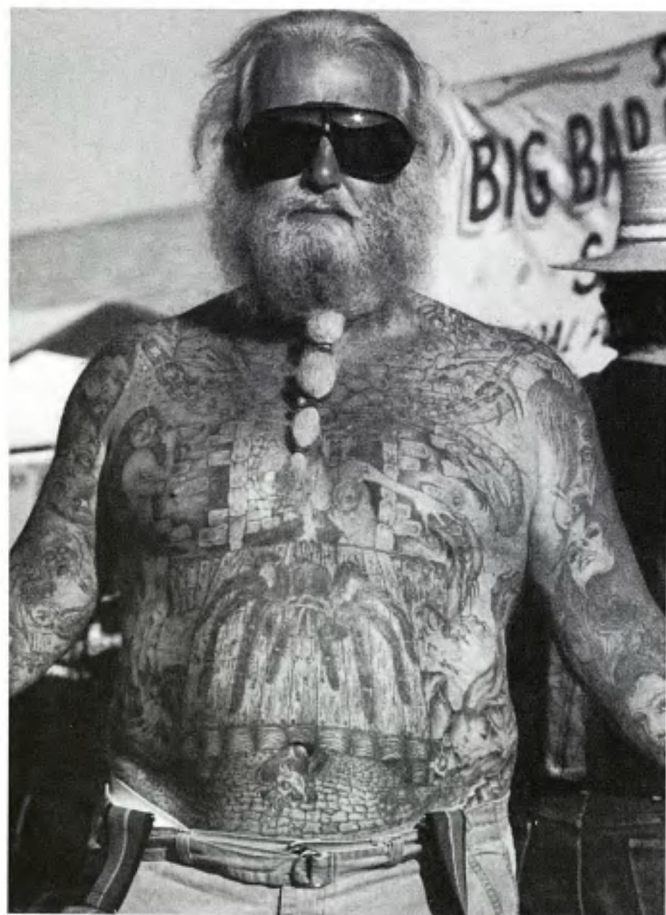
Claus Bonnerup, Super Rally '93, Italy



Dewey Morris, W. Palm Beach, Fla.



Blue Bike Mike, On the road



Gary Thibierge, Prospect, Pa.



Scott Lyman, New Berlin, Wis.



Terry Orr, Waterloo, Iowa



Ghost Rider, Harley Rendezvous, N.Y.



Cyclops, New Hampton, N.H.

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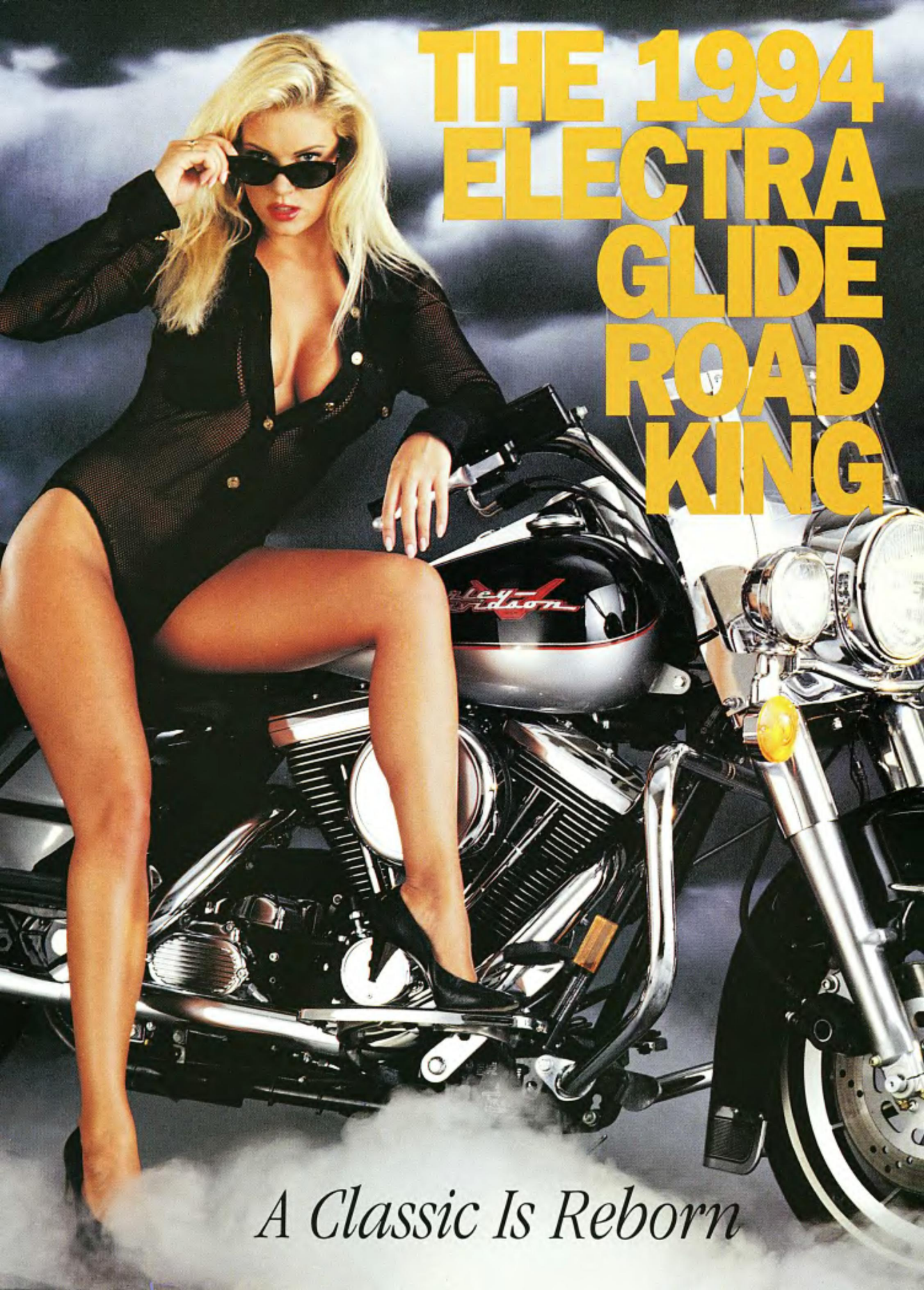
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Season's Greetings

David M. Smith

A woman with long blonde hair and dark sunglasses is sitting on a Harley-Davidson motorcycle. She is wearing a black, long-sleeved, button-up top with a mesh-like texture and a high slit on the side, revealing her legs. She is also wearing black high-heeled shoes. The motorcycle is a classic cruiser style with chrome accents, a large headlight, and a Harley-Davidson logo on the fuel tank. The background is a dramatic, cloudy sky. The text "THE 1994 ELECTRA GLIDE ROAD KING" is written in large, bold, yellow letters in the upper right corner.

THE 1994 ELECTRA GLIDE ROAD KING

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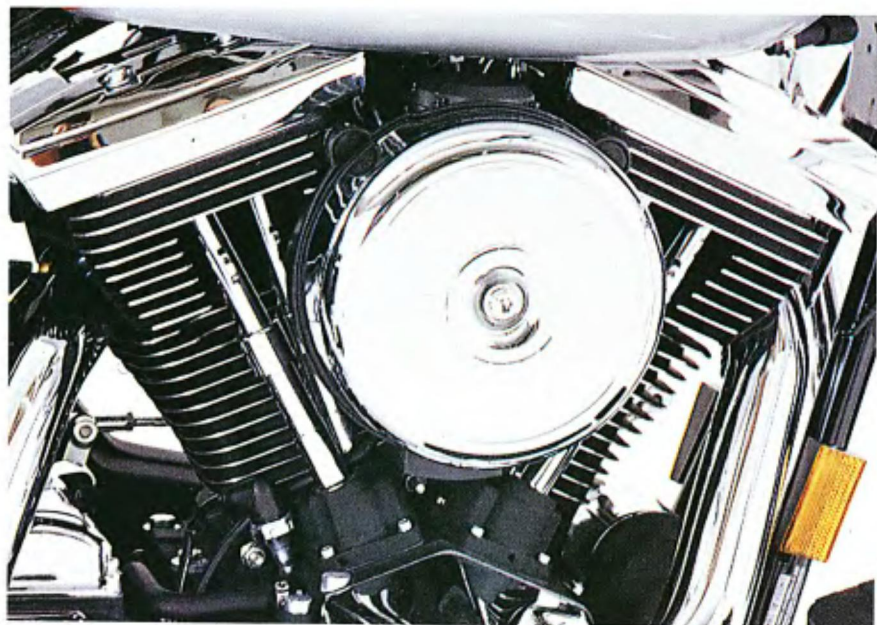
It has taken 10 years for the Harley-Davidson Motor Company to come full circle. The FLH is back, at least in spirit. Harley's new FLHR Electra Glide Road King is closer in style to the classic FLH than any model since it was dropped back in 1983. The old bike went away for technical reasons. The new one exists because thousands of potential Harley customers wanted it, and Harley engineers have learned how to make all of their bikes work well.

Perhaps the most recognizable motorcycle profile in the world is the classic fat-tired, FL-style Harley-Davidson, a shape that dates back more than 50 years. The Heritage Softail (1986) was Harley's first attempt to please customers who wanted to buy such a nostalgic-looking bike. However, the Softail chassis reached back perhaps a little too far. Its rigid-look chassis and solidly mounted motor is less than perfect for open road touring.

The past half-dozen years have seen Harley's heavy touring bikes, all based on the rubbermounted FLT chassis, get more complicated. There are many dedicated tourers who insist on radios, tape decks, CBs and rider/passenger communications. H-D had to cater to these folks in order to get them off Gold Wings. That approach worked, and Harley touring rigs now outsell the competition.

Those of us who wanted a simple touring bike were left behind until the introduction of the FLHS a few years back. It was a stripped-down touring model with a removable windshield, no travel trunk, and no radio. It sold like hot cakes and Harley couldn't keep up with the demand. They still can't for that matter. For all its success, though, the FLHS didn't quite make it as an FLH replacement. It didn't have the classic look. It resembled what, in fact, it was: a stripped-down touring machine.

The FLHR fixes all that and more. Only three styling changes were needed to get the FLHS all the way back to the classic look: the tank, the headlight cowl, and the speedometer. The FLHR's tank →



has the classic rounded profile, center console, and what appear to be two gas caps. It is, though, a better part than its classic shape would suggest. It is one piece and not prone to cracking like the old two-piece tanks. The left "gas cap" is really a gas gauge. The new electric speedometer sits in the traditional center tank console like the Softails and all the old Big Twins from decades past.

Underneath the styling goodies is the best Big Twin touring bike chassis Harley's ever made

If you'd like to ride a '53 pan or '64 King of the Road, but can still remember what the down-side of owning and riding them was like, then you are clearly a candidate for this new and improved version of the classic Harley-Davidson motorcycle. Watch for it, and all the new '94 models, when our next Posterzine hits the stands in February of 1994.

—J.D. Chandler



After getting about a jillion requests and watching thousands of aftermarket versions of the beautiful FLH headlight cowlings being installed on various Evo Harleys, Milwaukee finally got the message and recreated the cowlings for the FLHR. It has to be the best-looking light holder in all of motorcycling.

Underneath the styling goodies is the best Big Twin touring bike chassis Harley-Davidson has ever made. It has all the latest technical features: belt drive, electronic ignition, a highly refined power train that includes the excellent Evolution Big Twin motor, and, lest we forget, the pioneering rubber-mounted chassis that took all the punishment out of touring.



Dimensions

Length: 94.25 inches
Seat height: 28.2 inches
Ground clearance: 5.12 inches
Rake: 26 degrees
Trail: 6.16 inches
Wheelbase: 62.94 inches
Tire size (Dunlop Touring Elite)
Front: MT90B16
Rear: MT90B16
Fuel capacity: 5 gallons (includes .9 gal. res.)
Oil capacity: 4 quarts
Dry weight: 692 lbs.
Gross vehicle weight rating: 1,197 lbs.
Load capacity: 505 lbs.

Electrics

Battery: 12-volt, 20 amp-hour
Charging: 32-amp permanent alternator
Starting: 1.2 kw elec., Bendix-type engagement
Lights:
Headlamp: Quartz halogen 55-watt low beam, 60-watt high beam
Passing lamps: 2 @ 30 watts each
Tail/stop lights: 3/32cp
Turn signal lights (self-cancelling): 32cp
Running lights: integrated in fender tips
Indicator lamps: high beam, passing lamps, neutral, oil, and turn signals

Performance

Mileage:
City: 40 mpg, Highway: 50 mpg
Braking at 60 mph:
Light load (200 lbs.): 170 ft.
Maximum load (300 lbs.): 180 ft.
Brakes (diameter x width):
Front (dual disc): 11.5 x 20
Rear: 11.5 x 30
Suspension travel:
Front (air-adjustable): 4.6 inches
Rear (air-adjustable): 3 inches
Lean angle:
Right: 31 degrees
Left: 30 degrees

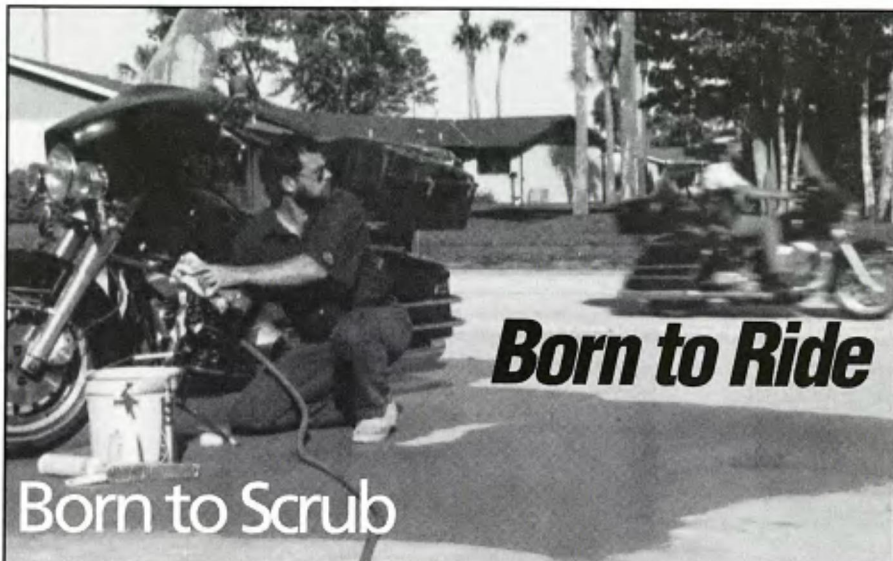
Chassis/Styling/Convenience

Frame: mild steel, square-section backbone with twin downtubes
Swingarm: mild steel, rectangular section
Exhaust system: chrome duals
Wheels: 10-spoke cast with whitewall tires
Instruments: speedometer with odometer and resettable tripmeter, fuel gauge
Air cleaner: 8-inch round chrome
Handlebars: wide FLH-style
Custom solo saddle with removable passenger seat
Removable Lexan windshield
Fatbob fuel tank
Adjustable 3-position operator and passenger footboards
Fiberglass saddlebags with chrome slant latches and attached lids
Rear bumper
Integrated fork lock
Hazard warning flasher
Black and chrome engine trim

Color

Two-tone vivid/silver

Photos: Raiko Hartman



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Born to Scrub

Seem like you spend all your time just keeping up with the dirt your bike gets into? Make you feel like you were born to scrub? Know what? S100 Total Cycle Cleaner can get you riding faster than you ever dreamed. See, both of these guys started cleaning their bikes 15 minutes ago. The guy with the old fashioned stuff's got an hour of scrubbing left. The guy on the bike used S100 and he's gonna get an extra hour of riding in.

What's S100? S100 is the Total Cycle Cleaner that everyone's raving about. Spray it on the whole bike, touch a sponge to the real grundgy spots, rinse it off with a garden hose and go. *Rider Magazine* called it a product "...likely to revolutionize the Saturday morning wash." Of course, since S100 is approved by Harley Davidson, your authorized Harley Davidson dealer stocks it too. Just ask a friend who uses S100. After all, you were born to ride, not to scrub!

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Once again it's time for another rowdy ride of discovery, leaving no rock unturned to reveal forgotten nuggets of biker trivia. These facts are sure to impress all the bros down at the local tavern. Used wisely, this cryptic knowledge could even win you a cold one. *Easyriders* once again opens the cob-webbed cabinet of biker lore to ask . . . DID YOU KNOW?



Did you know that a boneheaded bro attempted to get into the *Guinness Book of World Records* by eating a motorcycle? Yep, it seems he cut the scoot into bite-sized pieces and ingested half a cup of the bike parts with his daily meal. He got about a third of the engine inside him before he needed a serious operation.

Did you know that the original shed built behind the Davidson family home, which acted as the birthplace of the first Harley-Davidson motorcycles, only measured 15 X 10 feet? The shed's size was doubled in 1905, and in 1906 there were six employees producing 50 bikes.

Did you know that in the '50s and '60s, you could actually be fined for not wearing a tie with your club colors? As strange as it seems today, many bike clubs of the past featured squeaky clean social gatherings where all the members dressed in strict military-like getups. You could actually be fined for showing up to a meet without your club hat or tie.

Did you know that the XLCH Sportster of 1958 was the "Ninja" of its day? The bike produced an honest 55bhp and was capable of exceeding 120 mph, with a 1/4-mile time in the low 14s, making the XLCH the hottest street bike around for several years.

Did you know that a British Lord Mayor and "knight" brought Harleys to the old country? Sir Duncan Watson acted as the distributor of H-D cycles throughout Europe back in 1913 and aided Douglas Davidson in breaking the 100-mph record at Brooklands in 1921.

Did you know that the current Evo sleds and the early Silent Grey Fellows of 1911 *both* use a final belt drive? 'Course the antique Harley's belt is leather instead of Kevlar, but hey, a belt's a belt, right?

Did you know that even though Harley had quality control problems in the early 1970s, AMF still sold a whopping 60,000 bikes a year? Yep, they boosted output from 27,000 to more than double that in just a few years. No wonder they missed a bolt here and there.

Did you know that God sends Harleys to kings?

Did you know that the "R" in FXR stands for 5-speed gearbox? That's right. How 'bout these? FXEF denotes "E" for electric start and "F" for fatbob tanks; FXWG was the wide glide, of course; and FXB was the special all-black Sturgis model. What was the FXDB? The 1990 Dyna Glide Sturgis, of course.

Did you know that in the late '50s, you could buy a Harley for just \$5.50 a week? Okay, so it was an H-D two-stroke 125cc Hummer, but for the average school boy, a little Harley class could be had for the price of mowing lawns.

Did you know that God sends Harleys to kings? Well, not exactly. Seems back in 1985, Malcolm Forbes visited the King of Malaysia on his Harley and the King went wacko for one. Forbes sent the King a scoot and the King was

overheard exclaiming, "I have wanted a Harley for such a long time and God has sent me one." Malcolm must've winced over that one.

Did you know that Mr. Kimble, the man from the Department of Agriculture in the classic TV series *Green Acres*, appears as a member of "The Black Rebels" in the film *The Wild One*? Hey, I know this is obscure knowledge, and I'm really reaching, but it's true.

Did you know that the original "Rat Fink," Ed "Big Daddy" Roth, lost a contract with a toy manufacturer because he was known to ride with "outlaw" bike clubs? In Roth's book, *Confessions of a Rat Fink*, Big Daddy talks about his popular "Weird-ohs" model toy line of the '60s and how he lost the contract because he enjoyed partyin' with his Harley-ridin' friends.

Did you know that ABATE did not originally mean: A Brotherhood Aimed Toward Education? You old-timers might remember that *Easyriders* started this anti-helmet, anti-legislation organization and that the original meaning was: A Brotherhood Against Totalitarian Enactments. Some folks still stick to the original meaning with righteous fervor.

Did you know that helmets don't do shit in a bike wreck? I know *you* know that, but in November 1988, Dr. John Goldstein said it best while testifying regarding AB-36 in the California Senate Transportation Committee. "Motorcycle helmets have no statistically significant effect on the probability of dying in a motorcycle accident situation." Right on, Doc. —Phantom

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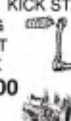


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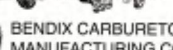
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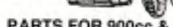


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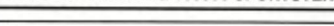
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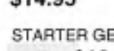
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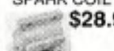
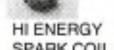
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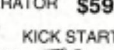
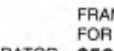
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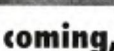


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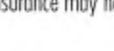
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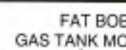
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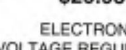
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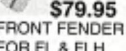
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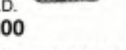
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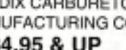
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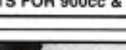
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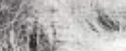
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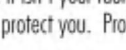


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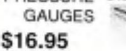
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PARTS FOR 900cc & 1000cc SPORTSTER



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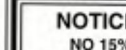
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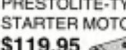
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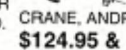
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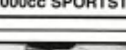
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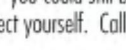


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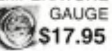
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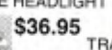
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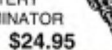
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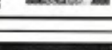
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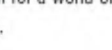


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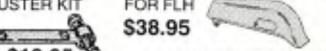
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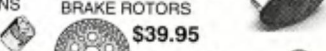
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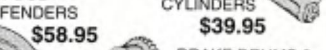
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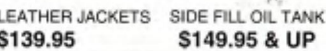
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Coniss "Leathers" Lanckriet, Ft. Morgan, Colorado

1955 Harley-Davidson FLH

Well, all I can say after hearing the story of Leathers and her husband Keeper is that if the Denver Broncos were half the team they are, they would have gone home with the ring on one of their four Super Bowl attempts.

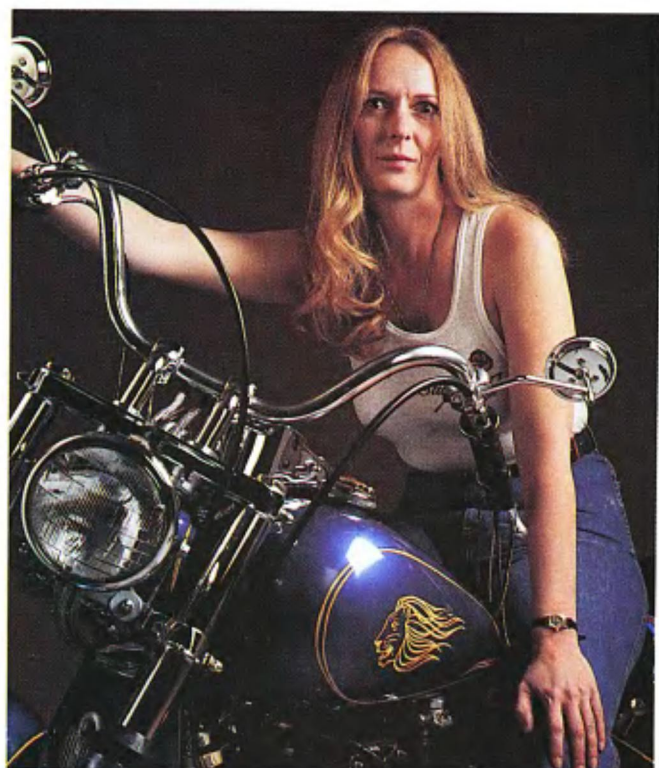
These days, 22 continuous years of marriage is a feat in itself. Toss in a couple of kids and that accomplishment is further elevated. But there is something that has taken this Colorado couple through the highs and lows of over two decades' worth of life together, and that something is motorcycling. "Our love for Harleys has kept us together," says Leathers. "The time we've spent riding and working on the bikes has really been a big part of our lives."

Leathers says she has the best of man in the world, and who am I to argue with her? Besides, the fact that he taught her to ride, taught her how to drive an 18-wheeler, and taught her how to build a bike leads me to believe that Keeper lives up to his name. Leathers put together this pretty pan in their garage with Keeper standing behind her every step of the way. "I am a very fortunate woman in that I have a wonderful man who has stood beside me, not only through the bike building process, but through life."

Like I said, a team like that is unbeatable.

—Two Step

General		Forks	
Fabrication by: owner		Type: wide glide	
Year and make: 1955 H-D		Builder: H-D	
Model: FLH		Special features: 2 inches under	
Chroming: Brown's		Accessories	
Engine		Bars: Super Glide	
Year and model: 1955 panhead		Lights: Bates, beehive	
Rebuilder: owner		Gas tank: 5-gallon fatbobs	
Displacement: 74 cubic inches		Oil tank: round custom	
Transmission		Seat: Arlen Ness	
Shifting: foot		Other: diamond primary cover	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 52-tooth		Front	Rear
Finish		Size: 21-inch	Size: 16-inch
Color: dark blue		Tire: Dunlop	Tire: Dunlop
Type: acrylic enamel		Brake: drum	Brake: dual disc
Special paint: Morgan County Signs		Special modifications: homemade	
Frame		seat bracket, brake lever, caliper	
Year and builder: 1949 H-D		mount, passenger peg mount.	
Type: rigid		Balancing and boring by Dragon Man.	
Alterations: widened rear		Photos: Michael Lichter	



FOX HUNT

July Winner

Serpentine Tracy, this month's reptile-like Fox from upstate New York is a lanky lady who can certainly slither her way onto the p-pad of any Hog rider's Harley. Tracy woos 'em on a nightly basis, dancin' at the Faces Finest club. This tantalizin' 20-year-old has always noticed bikes and bikers, particularly two years ago when a tattooed scooter pilot, "the real McCoy," wearin' Viking horns showed up at her club and got her attention. It wasn't long before she snared her own pet viper.

Tracy reads the mag regularly and felt that she didn't have enough juggle to compete, but her ol' man, Jeff, gave her the confidence to enter the Hunt. We're glad he did.

See her coiled, and uncoiled on Mike Grega's super sani custom Evo on page 48.

—Loudmouth



I was 10 years old on my first ride—that was one lesson I never forgot! I want to win for my ol' man who's down in the dumps.

Sherry, Pennsylvania—#1201



I wrapped my arms around my man, let the wind blow through my hair, and enjoyed the freedom!

Sharri, Florida—#1202



My first ride on a Harley-Davidson gave me the best vibrations I've ever felt. It was total ecstasy.

Chris, Alberta, Canada—#1203



I was "yee ha-ing" through the whole putt. Each ride is like one long, fantastic orgasm. It can't be explained, only felt.

Dawn, Michigan—#1204



We were ridin' in the Tennessee hills. He kept stopping abruptly to feel my tits on his back, so I took off my top and surprised him.

Rona, California—#1205



It was January of '91, and it was really cold. But all I felt was hot, wild, and free. My ass sits on nothing but a Harley now.

Jennifer, New York—#1206



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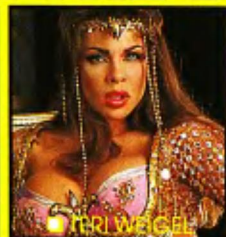
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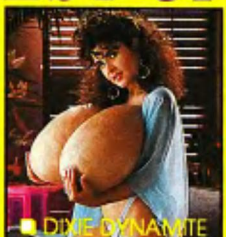
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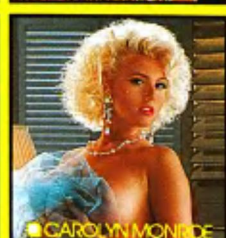
TERI WEIGEL



DIXIE DYNAMITE



VIVIANA



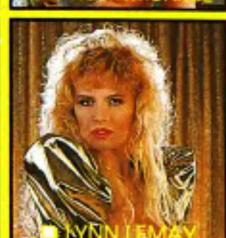
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| ☐ Dominique | ☐ Cameo | ☐ Trinity Loren | ☐ Tianna |
| ☐ Sabina | ☐ Christy Canyon | ☐ Cara Lott | ☐ Vanity |
| ☐ Sabrina | ☐ Heather Lere | ☐ Shanna McCullough | ☐ Trixie Tyler |
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| ☐ Tish Ambrose | ☐ Christina Evol | ☐ Taija Rae | ☐ Lynn Tars |
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FOX HUNT

Ladies, make \$500 by being selected as the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote.

Okay, bros, here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude).
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints,

That's right, Ma Bell's definitely on the rag, and there are no phone votes anymore! But there's still a new winner every month.

or color slides—no negatives. Color slides are best. Sorry, no photographs can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or the back of a sealed envelope—and mail it in to #246 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you

can begin sending in your votes starting November 1, 1993.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The deadline for voting for this month's colorful crop of cuties is November 30, 1993. We'll print the winner in the April 1994 issue.



Here she is, bros, the eighth monthly winner in our 15th Annual Fox Hunt, Santana, #803, from Portland, Oregon. See more of her next issue.

FOX HUNT
P.O. Box 3000, Agoura
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I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

246

Model's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
I am _____ years of age, born _____
I will pose Topless _____ Full Nude _____
Model's Signature _____

Send a photocopy of your picture I.D. that shows your signature and photo.

Photographer's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
Photographer's Signature _____

Don't forget to vote. These girls are depending on you.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

UPDATE YOUR TRANNY

Fitting And Honing Gear Bushings To Properly Fit The Mainshaft

Harley-Davidson four-speed transmissions have been around for a long time and are still a favorite with a lot of people. And rightfully so, for they are strong, dependable, and easily repaired or rebuilt. Their only flaw, that I have found, is the bushing used in fourth gear (photo 1). Fitting and honing the bushing to properly fit the mainshaft are critical, and they are something that most people aren't able to do—unless they have access to a shop.

Even when done properly, this is normally the first part to wear. The wear is usually indicated by an oil leak from the fourth gear seal and the fact that the

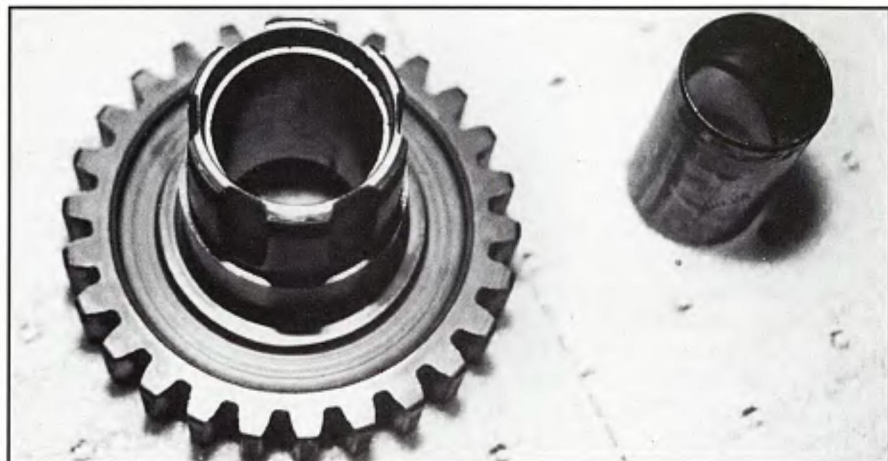


Photo 1

When Harley came out with a 5-speed, they changed the bushings to roller bearings, but the parts were not interchangeable with those on the old models

shaft no longer runs true, causing wear throughout the drive train.

When Harley came out with a 5-speed, they changed the bushing to roller bearings, but the parts were not interchangeable with those on the old models.

Here's the solution:

After the transmission is disassembled and all parts are cleaned and inspected, if the fourth gear is otherwise in good shape, remove the old bushing (photo 2).



Photo 2

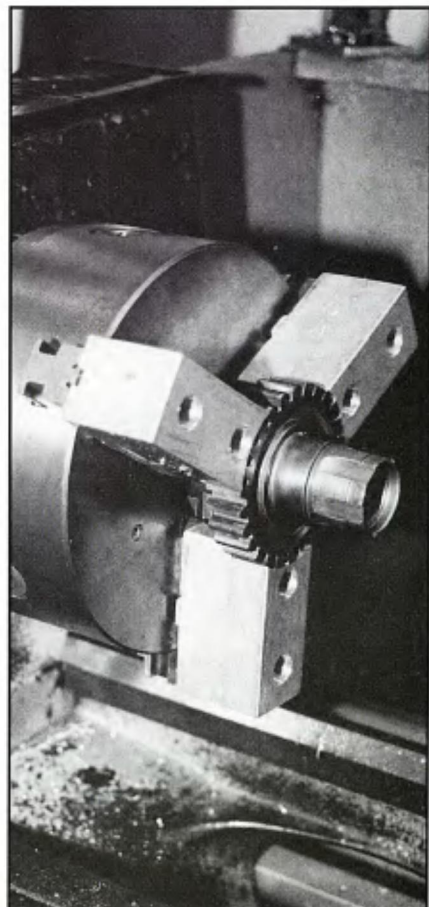
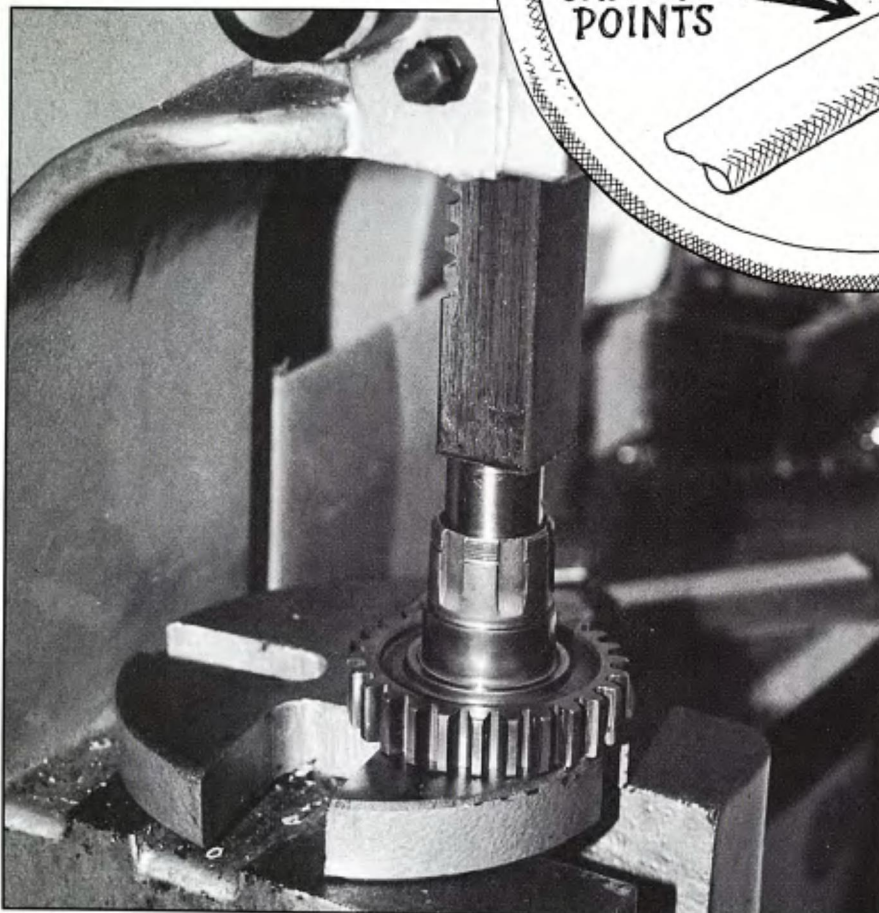
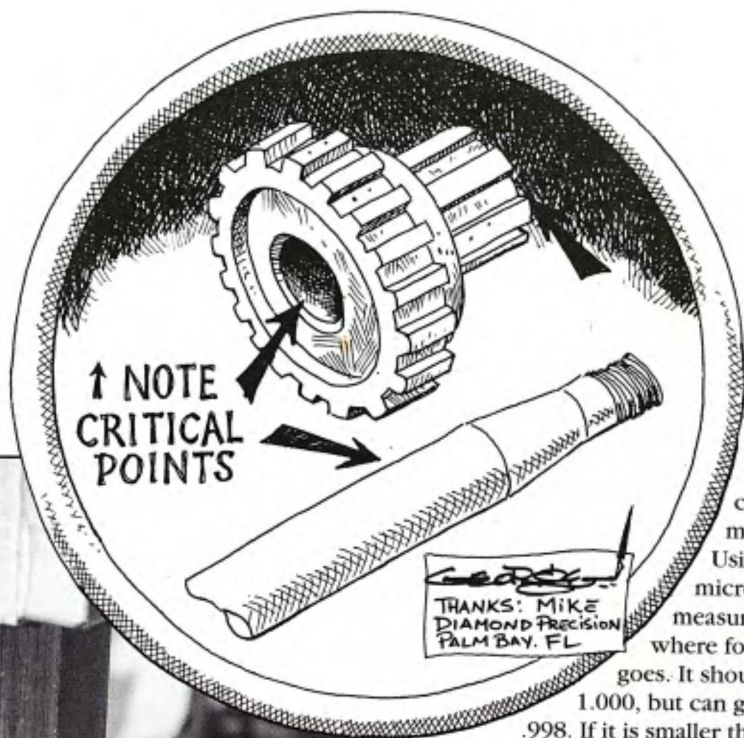


Photo 3



Photos: Rogue

Photo 4

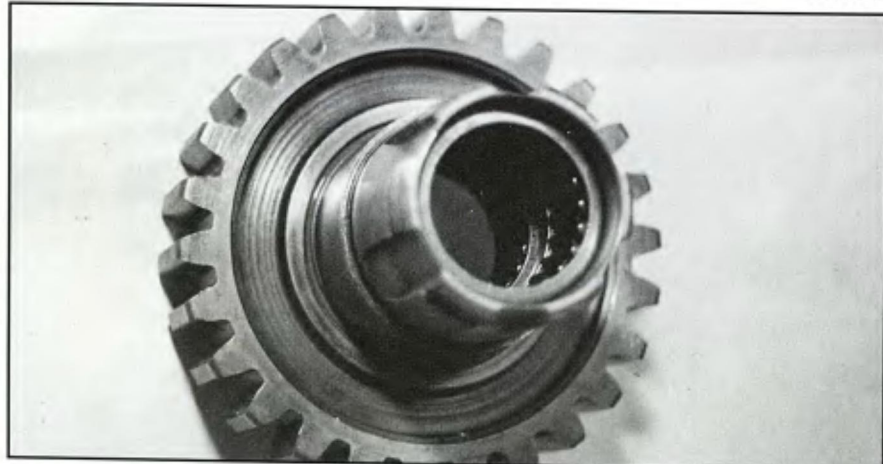


Photo 5

Next, check the mainshaft.

Using a micrometer, measure the area where fourth gear goes. It should measure 1.000, but can go as low as .998. If it is smaller than that, get another shaft.

Get two H-D bearings (part #8904). Mic the outside of these. They should be 1.252. Be sure that both mic the same.

Using a good lathe, set up fourth gear, with the gear end in jaws, to 0 runout (photo 3). You will need to use a carbide cutter because the gear is hardened. Harley gears are about 50 Rockwell (with Andrews etc., about 60 Rockwell).

Taking small cuts go 2 inches or 2.000 down bore. Do not go all the way through the gear. This should leave you about .015 at the end of bore. Continue cuts until you have a bore of 1.250 or 1.2505. This will give you a .0005 to .001 press fit for bearing. Press bearing into gear. I strongly suggest you make a tool to do this, and do not hammer it (photo 4).

When the bearing is seated on the lip, insert the mainshaft to check the fit. If it rolls freely, insert the top bearing, pushing it down 1/4-inch or .250 from the end in order to leave room for the seal.

Check the mainshaft fit again. If acceptable, install the seal.

Note: When assembling, I suggest oiling the shaft well and using a slight twisting motion when going through the seal. Assemble as per the manual.

If you aren't equipped to do this job in your garage, you can contact Mike at Diamond Precision, 2300 Commerce Park Dr. N.E. Palm Bay, FL 32905, (407) 729-8453; or Rogue at H.M.W., 2330 West New Haven Ave., West Melbourne, FL 32904, (407) 723-0026.

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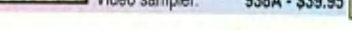
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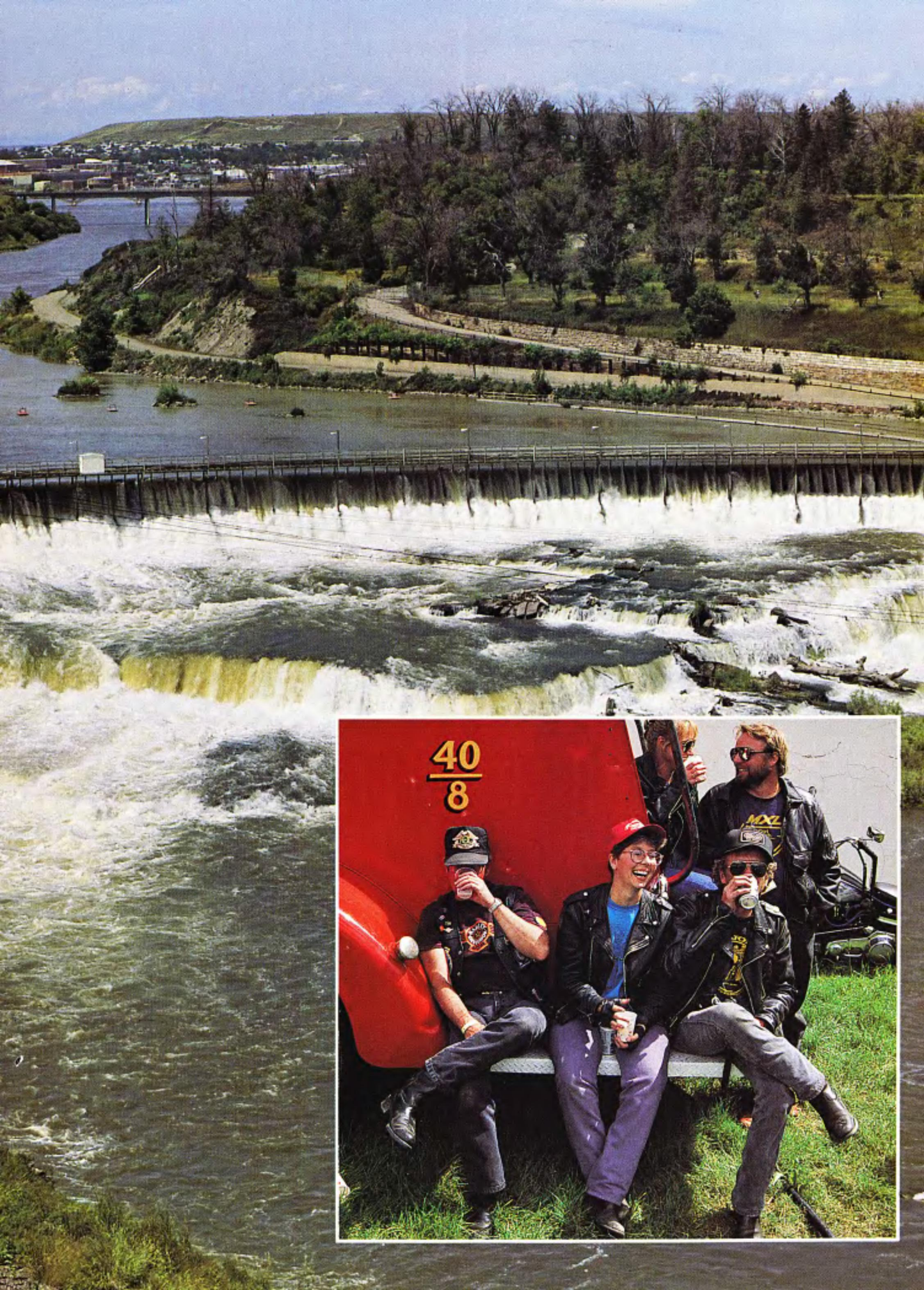
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CRIME STOPPERS

In last month's issue I left you readers in Minot, North Dakota. From there, Baby and I rode west on Highway 2 to Williston, North Dakota. From Williston, Baby, my FLHS, took me south to Glendive, Montana, where we caught State Highway 200 to Lewistown, Montana. It rained on and off all the way there. The Missouri River was rising, and it was higher on its banks than I've ever seen it. The Missouri feeds into the Mississippi River at St. Louis, and by now, the world is well aware of the floods that ravaged the Midwestern states.

The ride on State Highway 200 was interesting. I got to see parts of Montana that aren't well traveled. I saw lots of ranches, farms, and one huge bull elk.

Since it's on the way to the western slope of the Rocky Mountains, the further west we went, the higher the elevation got. This is a rural trail that has lots of history. For instance, Meriwether Lewis and William Clark took the Missouri River during their expeditions out this way. A national forest is named after them in central Montana. There are historical markers alongside the road telling ya where various forts stood back in the 1800s. These forts kept the Carroll Trail open for commerce and protected the settlers from hostile Indians and banditos who preyed on the immigrants.

Many fossils, such as dinosaur eggs, have been found in these parts. The name of the town didn't come from Meriwether Lewis, rather it was named after Major W.H. Lewis, commander →



Montana ABATE and Heart of Montana officers.



She did her bit for MDA at the Freedom Rally.



Vern and Nancy, Stanford, Mont.



Terry Rubideaux, Mont. ABATE state secretary.



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What had brought me to this Big Sky outpost was Freedom Rally '93. Billed as a celebration of biker freedom in Montana, it took place July 17 and 18 at the Fergus County Fairgrounds in Lewistown, Mont. They won their freedom of choice for 1993 and were celebrating by getting together and raising money for MDA. This event was hosted by ABATE of Montana's Heart of Montana Chapter, great folks.

It takes lots of people volunteering their time and money to put something like this together. The principal movers and shakers for this rally were State Coordinator Glen M. Fengstad and State Secretary Terry Roubideaux. Stan Ullman is the district director for MDA. He operates out of Billings. Terry was one of the first people to arrive and one of the last to leave. She worked the gate both Friday and Saturday and didn't get to participate in any of the fun and games, much less get to see what went on. She is very dedicated and should be commended for a job well done.

What did go on was lots of fun, starting with live music provided by Road House, Billy Waldo and the Flying Grizzlies, followed by Stone Crazy. The same groups entertained us Saturday night. That afternoon there had been a biker parade through Lewistown, complete with a police escort. The parade was followed by a bike show at the fairgrounds, with the winners determined by a people's choice vote. On hand were various vendors selling all kinds of biker gee-gaws and bike parts. The food wasn't half-bad, either. And the steak dinner Saturday night was scrumptious.

Earlier Saturday afternoon, there was a motorcycle rodeo. There were a few unusual games. The one I liked best was when a rider left the starting line, rode to an up-turned beer barrel and chugged a cup of beer down, then restarted his or her bike before riding it back to the finish line. A couple of riders dropped their putts in their haste to win. The ground was soggy from all the rain, so no major damage was done to either the riders or their bikes. The titty contest that night was fun to watch. Several of the women had rather bodacious mams, but none of them came out the winner. Remember, ladies, it's not always how large they are, it's how ya entertain the crowd that counts.

The eventual tally for MDA was 10 or 11 grand, which was pretty good considering all the rain this area was catching. Anyway, those who did show had a good time, and it was for a very worthy cause. Thanks for participating. →

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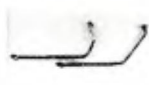
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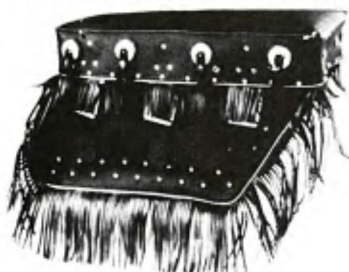
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In addition to its outdoor beauty, Montana now has gaming casinos. Though I didn't see any craps tables, they do have poker machines. The 4 Aces in Lewiston is one of these places, and it's also a good place to chow down. The food is reasonably priced.

Sunday night, I ate with Nancy and Vern, two local ABATE members.

Oh yeah, before I forget, I should mention that I did get to go to Lewistown Raceway Sunday afternoon and saw the drags. Vern works security at the track. There were only a few bikes racing so it didn't hold too much interest for me. I did enjoy seeing a giganto jetcar go down the strip. He went off the track past the big end but wasn't hurt. That was the highlight for me. Like I've said before, I don't get off on cages much. NASCAR? Yes. Door slammers in a straight line? Nah.

From Lewistown I rode to Great Falls, Mont., to scope out the falls. The road out of town was torn up for quite a distance. Vern and Nancy, each astride their own Softails, rode along to show me a detour around the road construction. We rode near the Judith Mountains to Kendall, which was an early gold mining camp, then we cruised back to Highway 200 at Stanford. It was kind of out of the way but I saw some beautiful countryside and avoided the gravel hassle. I only had to ride on it a mile or two before reaching the two lanes of the blacktop on Highway 200, toward Great Falls.

In Great Falls there are three main waterfalls. The Black Eagle is the closest to town and easy to get to. The Rainbow is the tallest but was closed due to the construction. Ryan, the smallest, is farther downstream. There were about a dozen fishermen at the latter, and I saw one angler pull out a prize-sized fish. After eating at a so-called Mexican restaurant in Great Falls, Baby and I split south on I-15.

I made my way to Salt Lake City,

Utah, and visited a relative. While there, I was able to do some socializing between rainstorms in SLC, as the locals say. One visit was to Offy's Customs. Offy's is a Bros Club dealer that unfortunately didn't get into the *Riding With Rip* Bros Club book. We will be revising it shortly and will include more of everything. We will also be dropping the least desirable shops. Anyway, Offy's isn't one of them, 'cause they have a fine store and shop. They build many fine custom putts. One they showed me was a drop frame model which I thought was neat as hell—a show winner for sure. Check them out when you're in the area.

I also went by the Red Belle Saloon in Salt Lake. The Red Belle is owned and operated by the Barons MC (See Hall O' Fame this issue). Before they bought the bar, it was reportedly a hangout for junkies. One night the bikers had a showdown with these creeps and lowlifes. After the bikers cleaned up the sidewalk with them, they got the picture: They weren't welcome at the Red Belle.

I've seen this in other parts of the country. The Hells Angels in New York City are loved in their neighborhood because they drove out all the whores and junkies from their block on 3rd Street. The Scorpions MC in Dallas, had problems with crack dealers in their 'hood and told the dealers to take that shit down the road. They didn't take the hint, so a few heads had to be pounded. Now the Dallas cops wave at the bikers as they pass. These clubs should be praised for trying to do what they can to clean up crime of this type.

What I'd originally had in mind was, after hanging out with my relatives in Utah, riding back north to Idaho to attend an Idaho ABATE run in Salmon. However, my plan got doused when I received a phone call notifying me that my mother had died. Needless to say, I had to jam home for the funeral.

On the way home, I stopped at TADD Cycle in St. George, Utah. It had been raining when Baby and I left SLC, but while going south on I-15 it had warmed up considerably. I didn't want to cross the desert in the heat of the day, so I stopped there for a break. TADD stands for "Totally Awesome, Delirious Discounts."

Buddha, the owner of the shop, belongs to the Sundowners MC. I had fun meeting his bros. They tried to kidnap me and show me the nightlife in St. George, but they understood that I couldn't let them do that under the circumstances. The Sundowners have been around for a while. I remember partying with some old members back in the '70s. Buddha has a fine shop with lots of stock on hand. His ride is an FLHS, the same as my Baby bike. TADD services all models of Harleys, and they are a Bros Club dealer. They do engine mods from mild to wild and are easily reached off the Washington exit (number 10) on Interstate 15.

I reached San Berdoo the next day at about 2 in the a.m. with no problems.

I know some of my friends may wish to send sympathy cards and condolences, but I'd rather they send donations to the Diabetes Foundation.

Well, that about does it for another month. I'm gonna leave Baby home and ride to Sturgis on Sugar Pai. Hope to see ya there. If not, drop me a line and let me know what's going on in your 'hood. Until then, don't let your meat loaf. See ya.

—Rip

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Michael Kopp

GIFTS FROM THE HEART

Scratchy strains of "Santa Claus is Coming to Town" filtered from the ancient speakers into the chilly night air. It was Christmas Eve and the few remaining trees looked forlorn. Only a week before, the lot had been jammed with trees of all shapes and sizes. People had bustled in and out of the rows looking for the perfect tree. But tonight the unwanted stragglers stood about as the bitter wind swept through their boughs.

Jake got up from his chair and stretched his stiffened joints. The tiny shack from which he operated the tree lot was barely big enough for a man of his size to be able to stretch—just big enough for a desk, chair, and a small portable heater. He leaned down toward the heater and rubbed his freezing hands.

While he had been held prisoner in Vietnam, he had dreamt of what life with his wife would be like once he was home. There were many times that the only way of maintaining his sanity was to lose himself in the image of flying down the road on his bike with Jenny snuggled up behind him. And there were many times, when he was nearly broken mentally and physically, that the memory of Jenny's arms around him was the only thing that kept him alive. →

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There was no way of knowing that she had been killed in an accident shortly after his imprisonment, and that his dreams would forever remain unfulfilled. When he returned home to the truth, he threw his possessions into his saddlebags and rode away from his past without looking back. Taking odd jobs as he moved from place to place, he stayed alone with his memories, his sole companions.

As he reached for the doorknob, faint voices were carried to him on the wind. He turned to see a slightly-built woman accompanied by two children at the far side of the lot. The record that had been playing stopped, and all he could hear was the clicking of the strings of bulbs draped around the lot's perimeter.

Jake was sure they hadn't seen him there in the shadows and he

The large clusters of snowflakes drifting past the window brought him back to the present, and he pulled his parka hood over his shaggy, dark hair

The large clusters of snowflakes drifting past the window brought him back to the present, and he pulled his parka hood over his shaggy, dark hair. He opened the door and moved around the corner of the shack where "Toots," his black knucklehead, was parked. A light dusting of snow already covered the seat and he gently brushed it off. Picking up the tarp that lay alongside the bike, he shook it and threw it over Toots. He glanced at his watch. Another 30 minutes till closing time. Scratching at his long beard, he shuffled back around the shack through the rapidly accumulating snow.

continued watching them. He could now make out the children's faces—a boy of about seven years of age, and a girl of about five. The mother pulled her well-worn cloth coat more closely about her in an attempt to keep out the cold. The children's coats were scarcely better, and Jake could see, even from where he stood, that the boy's arms were outdistancing the sleeves.

The little girl took her mother's hand and looked up at her searchingly. "Mommy, can we please get a tree? If we don't have a tree, Santa won't know where to leave our presents."

The woman put her arms around



the children's shoulders and let go a jagged sigh. She smoothed the girl's long, blond hair and said, "Sarah, we just don't have enough money this year for a tree. Remember, Mommy told you not to get your hopes up too high about Santa bringing you lots of presents this year. But I'm sure he'll do his best."

As she stood with the girl, the boy ambled away from them to look at other trees. Jake walked over to him and casually said, "Can I help you?"

The boy whirled around. "Yes, er, no," he stammered. "I'm just here with my mom and sister looking at Christmas trees."

"So have you decided on one yet?" Jake asked.

The boy hung his head and shuffled his feet. "No, I don't think we're going to get one this year. My mom doesn't have much money since my dad died." He paused and then brightened up, saying "But we have each other and, like my mom says, that's what matters at Christmas, right?"

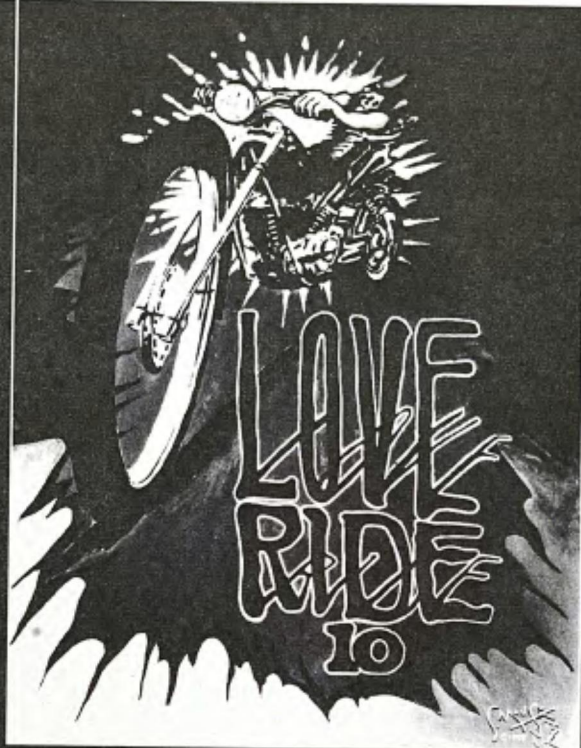
He looked up at Jake with a child's bright hope, and that's when Jake noticed the patches on the boy's coat that read "POW/MIA" and "Ride Free, Die Free."

"Your mom sounds like an awfully smart lady."

The boy grinned at Jake as his mother and sister appeared. Now that he could see the woman, he guessed her to be a little younger than himself, and pretty in a simple, unassuming way. Her dark hair fluttered around her face in the wind. She reached for the boy's hand and said to Jake, "I hope he wasn't bothering you."

She then turned to the boy and said, "Michael, we really must be heading home now."

They exchanged "Merry Christmases" and departed, with Jake following a short distance behind them to the edge of the lot. Huddling together, they made their way down the road through the swirling snow. Something came over Jake, and he ran back to the shack. He flipped off the heater and outside lights and locked the shack behind him. Scurrying down the road, he followed their tracks to →



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the place where they had turned. As he looked at the rows of dilapidated buildings, he saw a light come on in the window of one half-way down the block. He traced their footprints in the snow and saw they led to that house.

Newspapers were stuck around the cracks in the windows to keep out the cold, but he could clearly see frost on the inside of the

*Christmas morning
dawned crisp
and clear, and
the sunshine
sparkled of the
new snow like
countless
diamonds*

panes of glass. He glanced around to see if anyone had seen him, and seeing no one, crept to a window to look inside.

The woman was just entering the living room from what he assumed was the children's bedroom, since they were nowhere to be seen. She walked over to the ragged old couch and sunk down onto it. Reaching over to the end table, the only other piece of furniture in the room, she gently picked up a framed picture of a smiling man with long, blond hair and bright eyes sitting astride a Harley. Jake could plainly see the strong resemblance to the boy. The woman looked into the picture, then clutched it to her as she gently began to cry.

Jake was embarrassed at witnessing her private grief and turned to head back to where his bike waited. The streets were silent, and he walked with his head down as he contemplated harsh twists that often came to life.

Christmas morning dawned crisp and clear, and the sunshine

sparkled off the new snow like countless diamonds. The scenery looked fresh and new around the drab shack occupied by Sarah, Michael, and their mother. The woman put on her cheeriest face and arranged the oranges and a single present for each child on the living room table. The boy and girl scampered into the room, but their faces fell when they looked around for their presents.

"Merry Christmas, my darlings," she said, nodding toward the table. "See, Santa didn't forget you."

They enthusiastically tore open their packages, but their shoulders drooped as they realized each only contained a pair of gloves their mother had knitted for them. Trying to hide their disappointment, they hugged her and offered her a "Merry Christmas." But their defeat hung in the room like a dark cloud.

Just then there was a knock on the door. The mother opened it and there on the porch stood a beautiful tree with a pile of splendidly wrapped packages beside it.

The woman blinked her eyes in disbelief as the children pushed in beside her. They threw open the door and rushed outside.

Picking up one of the presents, the boy cried out, "This one says, 'To Michael, From Santa.'" The little girl said, "And this one says, 'To Sarah, From Santa.'" "The woman could only stand on the porch and stare. The boy



hurried to where she stood and held out a box wrapped in pink paper and tied with pink ribbons. "This one says, 'To Sarah and Michael's mother, From Santa.'" "Tears welled up in the woman's eyes as she knelt on the porch to open the gift. As she carefully lifted out a camel-colored coat with a rabbit-fur collar, she looked around, still trying to figure out who had brought the presents. Surrounded by open packages, Sarah was cradling a beautiful doll with long, blond hair and a fancy dress, as Michael examined the sharp, red remote-controlled car he proudly held.

If she had looked closely, she would have spotted the man sitting on a black Harley at the end of the street watching them, a man who was filled with the first real happiness he had experienced in years. As he started off down the road leading to the next town, he felt a rare warmth as he carried the gift they had given him—their joy—tucked away in his heart.

—Fiction by Melanie Cantu



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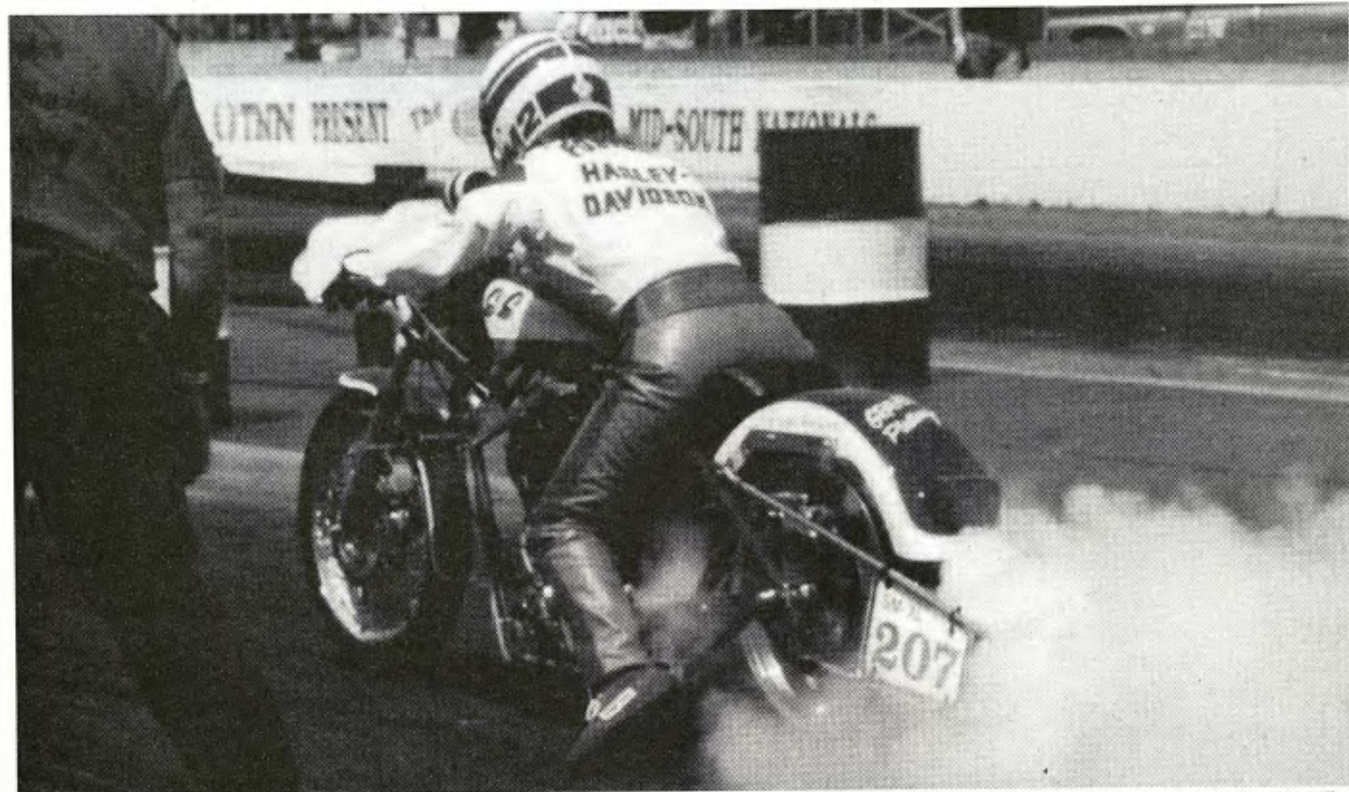
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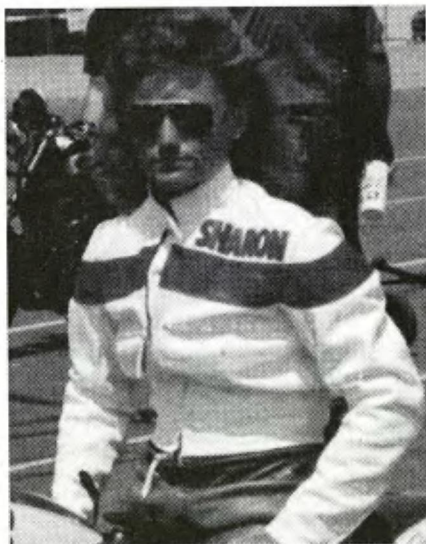
Sharon Garrison, Tuscumbia, Alabama



Photos: Jana Killen

Sharon Garrison's a Southern lady who likes the quiet, laid-back style of country living and the serenity of the great outdoors. But get her near a track and she explodes into a wild woman on wheels, a feat that has earned her both world and national records in the American Motorcycle Racing Association's (AMRA) Super Modified/XL class. Most recently, this nationally ranked champion set a world record at the AMRA drags in Macon, Georgia, with a 1/8-mile ET of 5.98. "I looked up, and the marquee said my time was 5.98 ET," recalls Sharon. "At first it didn't hit me that I'd gotten the world record, but moments later, when I realized how fast my speed was, I almost wobbled off my bike."

It's not surprising that Sharon was drawn to life on the strip. The daughter of longtime racer Harold Foster, she's been around the sights, sounds, and smells of track life since she was still wobbling on two legs. Sharon says the day she threw a leg over her first ride was the day she knew she wanted to race. But she learned quickly that desire



isn't always enough. When she first hit the circuit on her stock Sportster, she was denied entry to many races, not only because she was a woman but because she was the only Harley rider in a field full of Japanese bikes. Although there is little bias toward Harley riders today, being a lady racer

still means working twice as hard to prove yourself. In one incident, a representative for a potential sponsor, after realizing that she was a woman, wouldn't give her the time of day. She says that after she recited her past records, the rep was immediately excusing himself and offering to send her parts for her bike.

The wheels of change turn slowly, especially in the good ol' boy network, but Sharon doesn't let that get her down. She prefers to let her racing do the talking, and with a list of sponsors including S&S Cycle, Foster H-D, Drag Specialties, Cycle Performance, Barnett Clutch, Tsubaki, Cherokee Auto Parts, Graves Plating, and Quaker State Oil, people are definitely listening to what she has to say.

When she isn't smokin' rubber, Sharon works in sales for Foster H-D in Sheffield, Alabama, performs on her show horses, helps coach basketball at a local high school, and spends time with her seven-year-old son. Like I said, she's just a country girl who likes things simple . . . and fast. —Linda Fletcher

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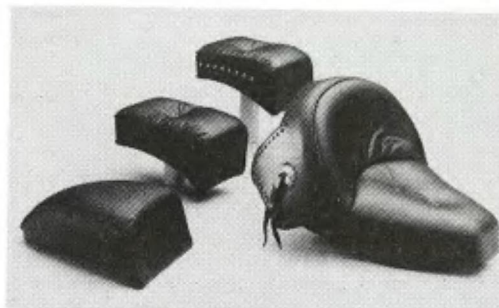
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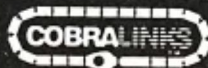
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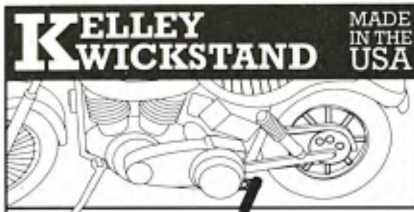
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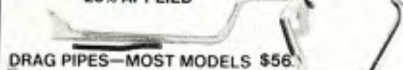


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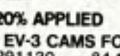
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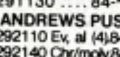
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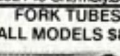
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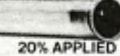
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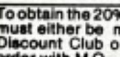
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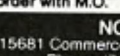
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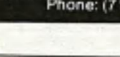
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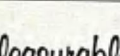
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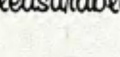
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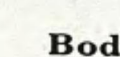
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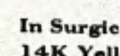
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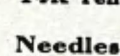
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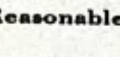
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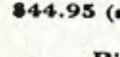
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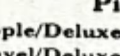
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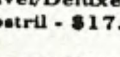
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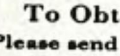
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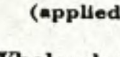
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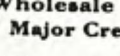
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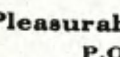
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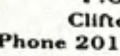
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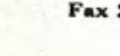
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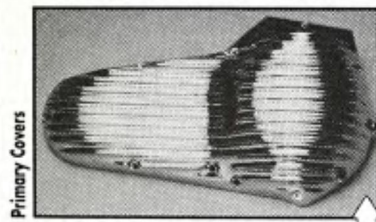
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Easyriders Store, 7450 Melrose, Los Angeles
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15TH ANNUAL CHICAGO TOYS FOR TOTS RIDE

*Bikers Brave
Frigid Temps To
Make Holidays
Happier For
Needy Kids*

Over 6,000 riders enjoyed a sunny day—and faced a frigid wind-chill well below zero—to stand tall on their promise to deliver a happier Christmas to thousands of underprivileged children.

On Saturday, December 5, Santa's earth-shaking entourage thundered up Western Avenue—Chicago's longest street—for the 15th Annual Toys for Tots Ride.

At noon, with thermometers stuck at 23 degrees, a red-faced Santa led the convoy of more than 5,000 bikes and four Marine trucks loaded with toys directly into the North wind, known here as "The Hawk."

Wind-chill was measured by what gear you were in. Standing still, it was four above zero.

With support from volunteers, Chicago police and U.S. Marines manned major intersections to insure safety along the 18-mile route. The parade cut a swath through neighborhoods as diverse as the riders themselves. →





Beginning on the Irish Southside, the 35-minute procession roared through Black, Lithuanian, Mexican, Polish, Jewish, and Korean enclaves, ending at a Marine Corps base in a Northside German neighborhood.

Jerry Proebstle, a six-year veteran of the run said, "It's cold all right, but once you get going, and you see how all the people along the way are reacting, and you remember why you're doing this, it warms you up pretty fine. You can always make it to the end, no sweat."

Fifteen years ago, the first Toys for Tots run was nearly the last—only one bike completed the course. December 1978 was the snowiest month on record in Chicago: 35.3 inches of snow fell [*Metro Chicago Book of Facts*].

"I had seen some articles in *Easyriders* about these toy runs and I said, 'Why don't we do that?'" said Animal, one of the driving forces behind the run since he began it 1978. "They all laughed at me, because at the time we were having a terrible snow storm.





'You're crazy,' they all told me.

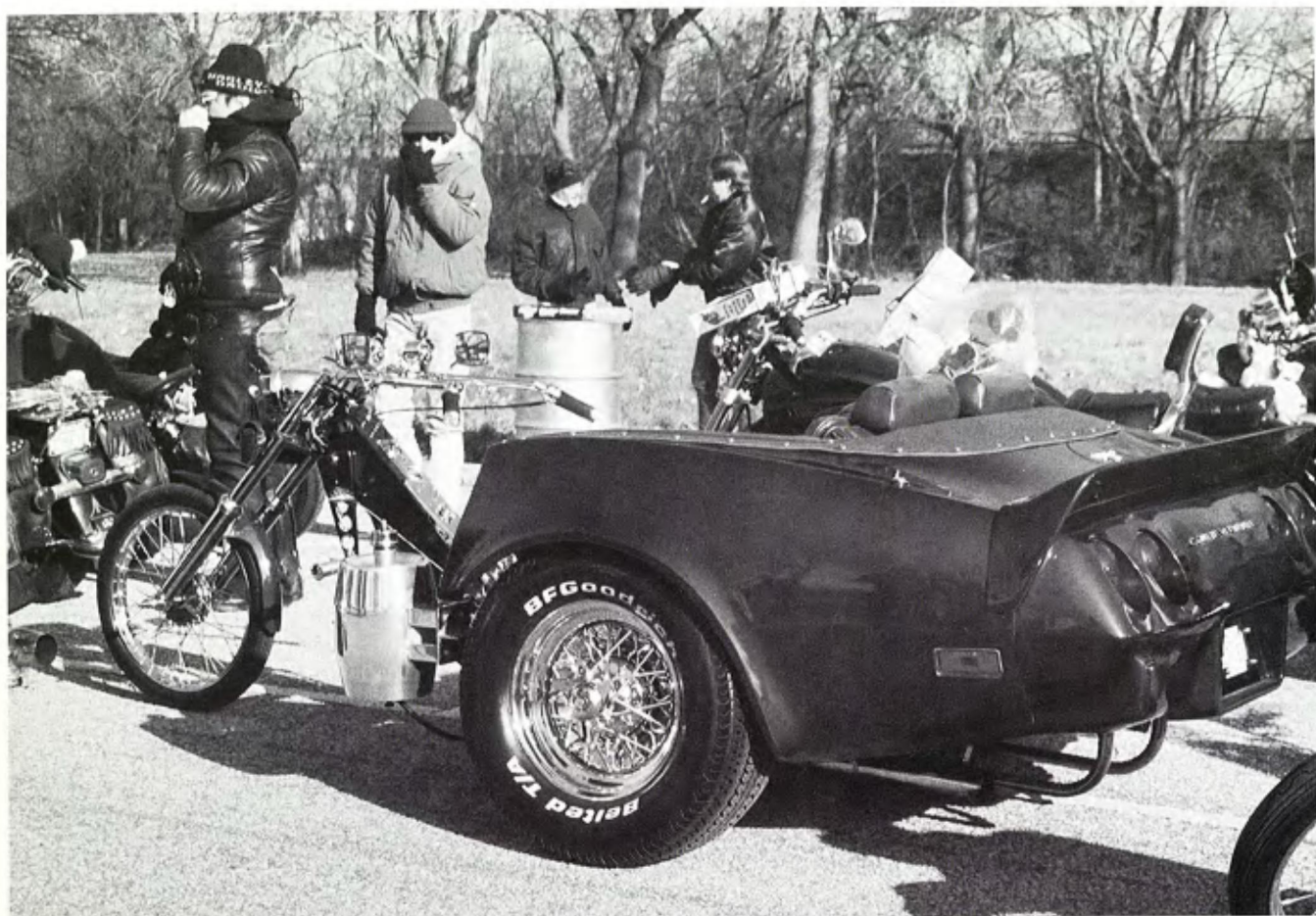
"I said, 'We have to do this for the kids. We have to do this before Christmas,'" continued Animal.

"Despite scooter breakdowns and the worst weather conditions, off we went. I was thinking, 'Oh, man, is this run ever going to go down?'"

So how cold was it, you ask? "It was so cold that, believe me, I don't wear a helmet—and I wore a helmet!" said Animal. "I had on a ski suit, a pair of chaps, insulated boots with baggies over them, deerhide mittens, and a jacket. I mean, I was like the abominable snowman. But we finished, and it was worth it. And we've been doing it ever since, and it's been getting better every year," he said.

The Chicago Toys For Tots Ride is not a Club function. "This run is by the people, for the people," explained Animal. "No club runs this. These people are all volunteers. It's a joint effort by everyone. These people bust their rear ends, and they deserve credit."

Back at the Marine base gym, a mountain of toys—a child's



dream—filled the basketball court.

"These riders are something special," said Marine Corps Lt. Col. Ron Rogers. "When final numbers are in we expect to top out last year's collection of 408,000 toys."

According to Rogers, the Toys for Tots Ride is Chicago's largest source of donated toys during the holiday season. That's a feather in the watch cap for all bikers.

In a restaurant near the Marine base, a small girl eating lunch with her parents watched with wide eyes as bike after bike, decorated with brightly colored stuffed animals, rolled by.

Not long after, a few frosty bros returning home from the toy drop-off passed by the restaurant, going the other way. "Mommy, the stuffed animals, they're all gone," the little girl said.

"Yes," answered her mother, "I think they've given them to the kids already. It's for the kids."

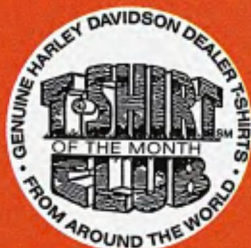
Yes, Virginia, there is a Santa Claus—and he rides a two-wheeled sled.

—Denny Johnson





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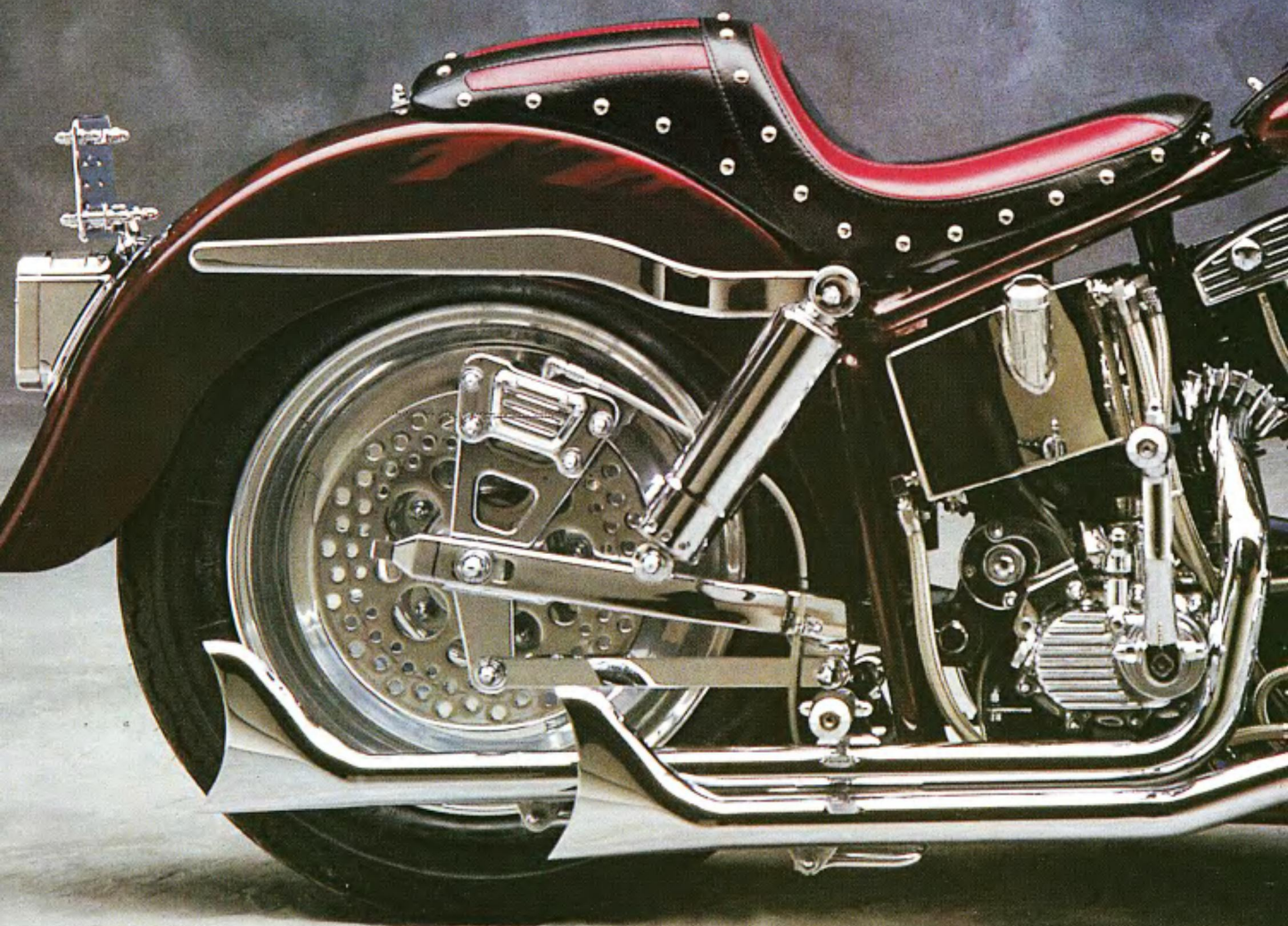
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GENE'S GEM

A Crimson Blur . . .



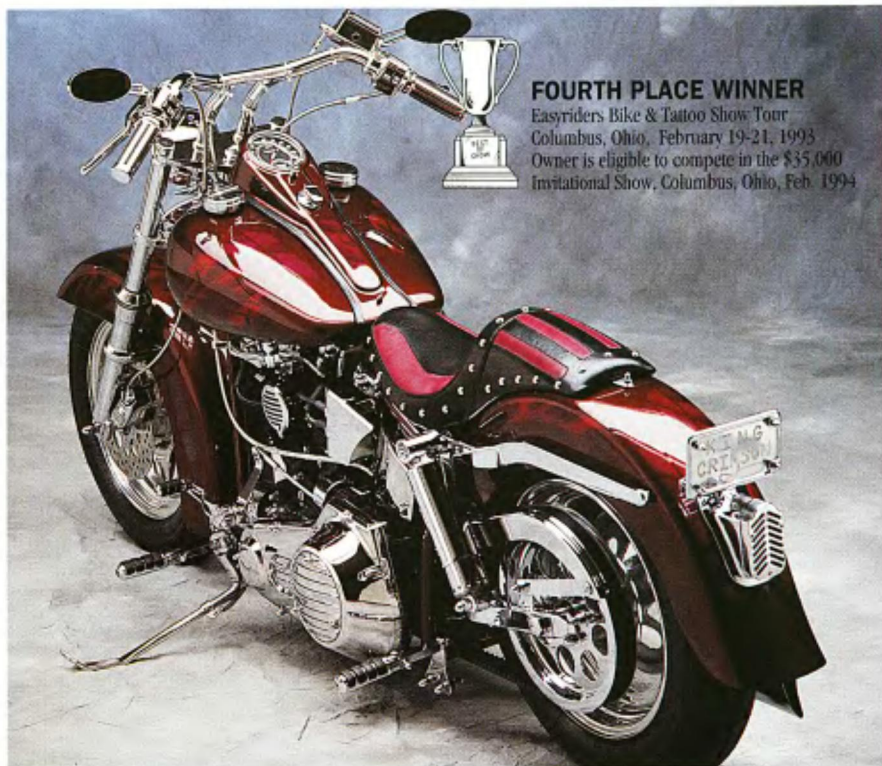


For the last few years I've been struggling to come to grips with the fact that I'm not as young as I used to be. Well, that's not altogether true. Actually, I've been trying to come to grips with the fact that I'm a *whole belluva lot older* than I used to be.

As my hair retreats and my gut advances, I occasionally find myself riding down memory lane. Sometimes the ride leaves me amused, sometimes dismayed, sometimes embarrassed at my own youthful naiveté, like seeing *The Wild One* for the first time in almost 30 years and vaguely recalling that distant day when I regarded it as the heaviest movie of all time, instead of the brainless farce it seems to me now. Other memories bring an alloyed pleasure, such as the vivid recollection of the oil-slinging, 500cc BSA single-cylinder thumper I rode in high school.

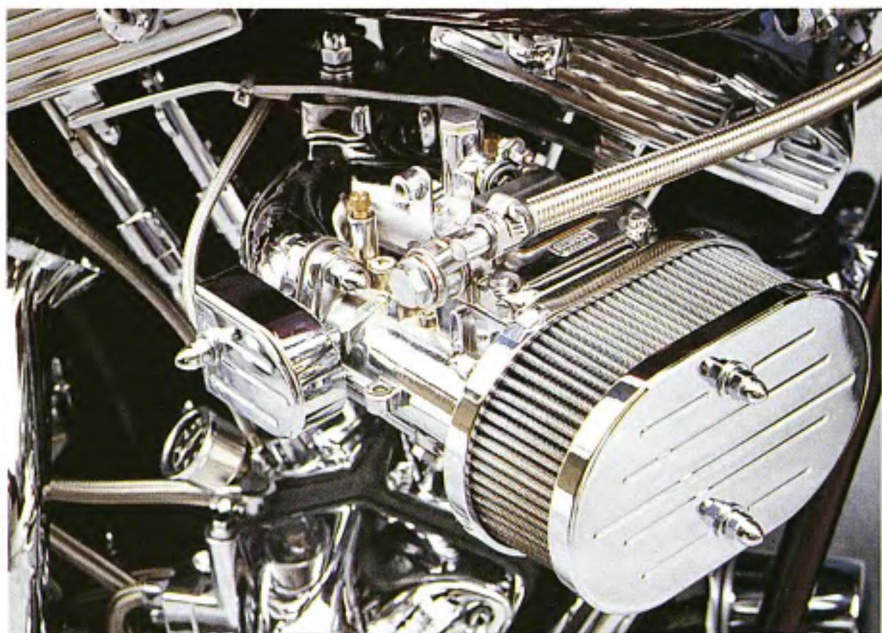
Anyway, after looking at the photos of this fine custom FLH and admiring the bike's striking paint job, I found myself thinking back to the year I bought the basket case that became my first chopper. I don't want to divulge my present age, but in that year the Tigers beat the Cards in a seven-game World Series, a new car would set you back about \$2,250, and the Oscar for best movie went to (get this) *Oliver!* Jeez . . . I don't know whether to laugh or cry.

In any event, back then the public—to a far greater degree than today—regarded choppers as truly radical vehicles and their riders as psychopaths on wheels. Since the eccentric members of our close-knit motorcycle minority ran into blind prejudice everywhere, we were generally quite tolerant of differences among ourselves, especially in matters of personal preference. We didn't bat an eye at apehangers higher than the rider's head or chromed forklegs twisted like Christmas taffy. But when it came to paint jobs, we were surprisingly narrow-minded and dogmatic. We fell into two principal groups. The conservative wing steadfastly maintained that all motorcycles should be black. The liberal faction agreed all motorcycles



FOURTH PLACE WINNER

Easyriders Bike & Tattoo Show Tour
Columbus, Ohio, February 19-21, 1993
Owner is eligible to compete in the \$35,000
Invitational Show, Columbus, Ohio, Feb. 1994



should be black, but in special cases, adorning the tank with pin-striped flames were permitted.

That was long ago and far away. If you need proof that older ain't necessarily better, try to imagine this knock-your-eye-out shovelhead painted black, all severe and somber, like the dress of a grieving widow. The vibrant custom FLH is owned by Gene Leal, who makes his home in Defiance, Ohio. The unique color was achieved through the transparent overlay of four coats of Romanesque Crimson to a base composed of four coats of Pace Car Blue. The graphic design was air-brushed last, creating the stunning results you see here.

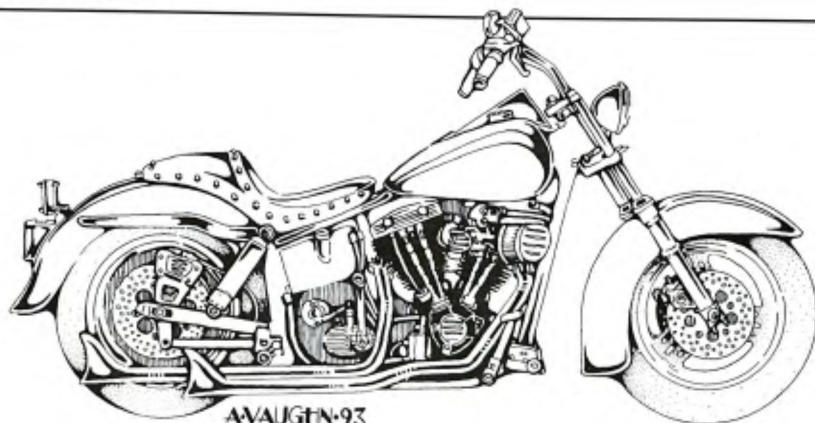
But Gene's machine isn't just another pretty face. This bike was built to ride, so there's guts behind the glamour, beginning with the engine, which measures a healthy 86 cubes. The horsepower gain from the extra displacement is further boosted by meticulous machine work. For example, the motor has been "blueprint balanced," the valves matched, the ports flowed, and the brass rocker arm bushings replaced with roller bearings. Milled rocker covers, a special air breather, and Delkron cases are some (but by no means all) of the custom refinements that earned this beast the nickname of Northwest Ohio's Terror of the Turnpike. With power to burn and an exterior guaranteed to turn heads, it's hardly surprising that this tasty scooter took fourth-place honors (Preview Class) at the 5th Annual *Easyriders* Invitational Bike And Tattoo Show in Ohio.

Well, my gout is killin' me and my rheumatism has me creakin' like the springs of a solo seat squashed by the dread Big Biker Butt. Besides, I've gotta pull this sheet out of the typewriter while my old arthritic fingers can manage the effort. If you will excuse me, I'll close now so I can go sip down a cup of hot milk.

No, on second thought, I think I'll knock down a couple shots of Cuervo, drag my ol' lady outta the kitchen, and fire up my panhead so both the scoot and the coot can blow some shit out of our systems.

—Jerry Attrick

Owner(s): Gene Leal		City: Defiance, Ohio	
General		Frame	
Fabrication by: owner/ Cupp's Custom Cycle		Year: 1992	
Year and make: 1981 H-D		Builder: Paughco	
Model: custom FLH		Type: swingarm	
Value: \$24,000		Rake: 35-degree	
Assembly by: owner/Cupp's Custom Cycle		Stretch: 2.5-inch	
Time: 18 months		Other alterations: gussets/molding	
Chroming by: Moore Chrome		Accessories	
Engine		Bars: 7-inch rise	
Year: 1981		Risers: none	
model: shovelhead		Fender(s): FLH front/rear	
Rebuilder: Cupp's Custom Cycle		Headlight: Bates	
Ignition: points		Taillight: tombstone	
Displacement: 86 cubic inches		Speedo: FLH/tach	
Lower end: Harley		Front pegs: cat's paw	
Balancing: F&W Machine		Rear pegs: cat's paw	
Pistons: cast .010-inch over		Electrics: 12-volt custom by owner	
Cases: Delkron		Gas tank: Paughco wraparound	
Heads: H-D matched/flowed		Oil tank: Paughco wraparound	
Cam: Andrews B-grind		Oil system: stainless steel lines	
Lifters: solids		Primary cover: Chrome Specialties	
Carb(s): Dell 'Orto 40mm		Seat: custom Mustang	
Air cleaner: L.A. Custom Classics		Sissybar: none	
Pipes: CCI		Height: zero	
Muffler(s): Why ask?		Material: invisible	
Transmission		Forks	
Modifications: none		Type: wide glide	
Year: 1982		Extension: 2-inch	
Shifting: 4-speed		Builder: Harley-Davidson	
Engine sprocket: 11mm Primo belt drive		Special features: custom trees, lower legs turned	
Trans sprocket: H-D belt drive		Wheels	
Wheel sprocket: H-D belt drive		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Harold Hancock		Hub: RevTech	Hub: RevTech
Painter: Harold Hancock		Rim width: 3-inch	Rim width: 4-inch
Color: crimson/blue/silver		Tire: Avon	Tire: Avon
Type: PPG Deltron Radiance II		Brake: H-D	Brake: GMA
Special paint: graphics by Bob Corkwell.			
Other special modifications: milled rocker covers, Crane roller rockers, Manley S.S. valves, and brass bushings replaced with Torrington bearings.			
Photos: Steve Coonan			



TALKIN' TECH

Your Technical Questions Answered Here

How many times have you sat in your garage, teeterin' on an old milk crate and scratchin' your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.



Antique Parts Search

□ I recently obtained a very rare 1920 H-D Sport Model with horizontally opposed cylinders, a displacement of 35.64 cubic inches, 6 h.p., and a wheelbase of 53.5 inches. The model number is 21WJ. The engine serial number is L20W5304. The tires are 26x3x17 inches on clincher rims. Due to no fault of the previous owner, there are a few parts missing and a few that need to be replaced, including the tires. The missing parts include: exhaust from the manifold back, rear fender, carrier, brake light, and chain guard.

If you or anyone you know has parts I would greatly appreciate the help.

Cliff Kelly
Sudbury, Ontario

■ Antique Cycle Supply, Rt. 1, Cedar Springs, MI 49319, (616) 636-8200.

Cold Dyna Ignition

□ I have a 1979 Low Rider with a Dyna ignition, two coils, four plugs and an S&S Super "B" carb.

Lately, I've developed a problem with cold engine start up. If I use the enricher to start, it floods out and fouls plugs. It will clear in a couple minutes. After it clears, it runs and idles perfectly. But it's a pain in the ass.

I put in new plugs and have a good fire to them. I took off the carb and cleaned it inside and out. I have new air and fuel filters and as far as I can tell the float and needle valve are okay. I even tried leaving the vent cap off the tank thinking the cap was plugged and maybe the tank was building up pressure forcing the gas in. Any suggestions?

Steve Hinson
Lewiston, Maine

■ I had the same problem with a 1981 Sturgis, unless I used the kickstarter for

cold starts. It was the Dyna. As it got older (two years) it required more battery voltage to operate. Once the engine warmed up a little, it would restart with the electric start just fine. A new Dyna trigger plate fixed it. And, of course, it's a part not covered by the factory warranty.

Bad Tappet Rollers

□ I have an '88 FXR. My question is: Why do the Harley hydraulic tappet rollers go bad? I've got 33,000 miles on it, and my cams went bad because the rollers went bad. So now what?

David Correa
Oakland, Calif.

■ 1988 and newer California model Big Twins do have problems with cams and tappet rollers. It has to do with smog and noise standards. The problem is caused by the cam lobe profile required for California only. My 1990 "C" cam only lasted 3,000 miles. The 49-state cams (V, L, N) last longer and make more horsepower.

Cynics Corner

□ Where can I get parts to make my '50 pan look like a '93 Evo?

Christian
Montana

Older To Newer

□ I have a VL springer and would like to mount it on my 1974 frame. What bearings and cups will I need, or what? I really don't want to cut the springer.

D.A. Beard
Kremlin, Mont.

■ Stock Timkins will work. The top bearing goes right on. The bottom bearing may require some inside machine work in order to fit all the way down on the stem.

Pan Clutch Drag

□ I've got a 1957 pan with a dragging clutch. (It will hold 25 mph in 4th without hopping.) I've done every step in the *Panhead Service Manual*, 20 times. I put heavy-duty springs in it thinking that might help. I've got Barnett's and stock plates. The steel discs were in good condition. I took out the mousetrap for a jockey shift for better throw on up to a 7/8 inch tightened clutch. It's a dry system. Got any suggestions?

T-Man
Georgia

■ Make sure the trans is adjusted so it is "square" with the engine. Check the clutch basket bearings for excessive looseness—1/8 in. to 3/16 in. basket wiggle is about right. Check for hub run out, or a bent mainshaft. Bent or worn fingers need to be replaced. The manual's instructions for spring adjustment is close, but leaves out the part about making sure the pressure plate releases evenly. The spring retainer does not have to be perfectly level as long as the pressure plate releases straight.

Shovel Torque and Retorque

□ Could you guys do an article on how to torque and retorque a shovelhead? Hot or cold? Loosen each bolt, or try to gain from last torque setting?

She's down, in the process of no-lead head work. I want to tighten 'er up right.

Shovelhead Harry
Uptown Westhaven, USA

■ 60 ft/lbs. is enough if everything is new and flat. At least for the first 10 miles, I like to use 75-80 ft/lbs. to start with. After a few warm-ups tighten them back up, after the gaskets have crushed. A third check should be around 500 miles, including the cylinder bases and rocker boxes, and do a valve-adjustment check, too.

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COMIN' AT YA

Easyriders® ▶

We're ushering in the new year with a bang—what else would you expect? Our **January 1994** issue introduces our brand-new format. That's right, we're giving you 16 extra pages of readin' and viewin' pleasure, which includes two more bike features for you to drool over. And we've included eight pages of performance packages to pump up your putt. On top of all that, we're servin' up longer, more in-depth tech tips, a story about a longtime ridin' rocker, the Maine Lobster Run, hard-hittin' fiction, women guaranteed to ward off the winter chill, and all the rest you've come to expect from the world's best.

On sale November 30



The bikes are loaded and ready, there's nothing but blue skies and clear roads ahead, and we're ready to party. It's the summer biggie, and you'll be there. Where? Why Sturgis, South Dakota, of course. Our special section coverage of the 53rd running of the best biker bash in the world is guaranteed to keep your fingers busy turning the pages of the **January 1994** issue. It's sure to be 61 cubic inches of biker-style fun. **On sale now**

TATTOO ▶

The **January** issue will kick off the new year with a look at Milwaukee's finest ink, a one-on-one chat with Derek Campbell and Little Vinnie Myers, and a perfect blending of tattoos and rock 'n' roll as "Deadheads" Gratefully gather for mind-blowing concerts in Mountain View, California, and Las Vegas, Nevada. Don't miss a colorful page. **On sale November 9**



FLASH ▶

The world's only magazine museum of tattoo art is a 96-page visual feast of color dermagraphics. This book follows in the proud tradition of *Tattoo*, taking ink lovers through Exhibit Halls dedicated to traditional and contemporary skin art.

On sale now



▲ BIKER

The **December** issue's theme is sharin' and carin'. Yeah, it's that givin' time of year, and we're gonna expose the whole gory story on bikers givin' of themselves to help others. We won't get too corny on ya, though. You can count on plenty of our usual abnormalities and perversions. Would we let ya down at this givin' time of year? **On sale now**

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Look out, reindeer! Santa bolted a new ACCEL ThunderTwin Street 80 Kit on his 80" EVO, and he's got one smokin' scooter. Being a cool dude, he'll share. Just peek inside this Christmas package and you'll find neck-snapping acceleration, mass quantities of horsepower and torque, and the kind of fuel-injected flexibility that turns carburetors into history.

Want more specifics? How about a factory-calibrated ECU that controls the exact fuel quantity and ignition spark through sensors that scan at 125 times per second? Or a high flow air cleaner with dual-stage foam element, radiused air inlet and air directional cone? Or a tuned-port throttle body with high-volume 45mm venturi?



Best of all, you get earth-shaking street power that's a no-sweat bolt-on, with easy upgrades when you modify your mill. You get bullet-proof, all-weather reliability; total flexibility for downtown cruising, high-country touring or full-throttle banging through the gears; crisp, no-hangup throttle response in any gear; and an easy switch to nitrous oxide. Just in case you wondered, it looks good, too...all hi-tech and hairy, in high luster black powdercoat.

Here's what's in the kit that goes under your tree (if you've been good): high-volume throttle body, high-flow fuel valve, fuel pump, pressure regulator, harness, filters, sensors, Electronic Control Unit, air cleaner assembly and everything you need to hang it on your Hog.

Happy Holidays from all of us at ACCEL!



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